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INTERACTIONAL AERODYNAMICS OF THE SINGLE ROTOR HELICOPTER CONFIGURATION.

VOLUME VI-B - One-Third Octave Band Spectrograms of Wake
Single Film Data, Basic Configuration Wake Explorations

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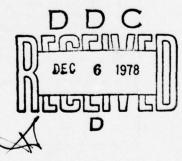
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APPLIED TECHNOLOGY LABORATORY POSITION STATEMENT

In 1975 a wind tunnel test program was conducted in the Boeing-Vertol 20-foot V/STOL Wind Tunnel on a 1/5th-scale UTTAS model to investigate and find solutions for several aerodynamic problems encountered during the UTTAS flight-testing. Specifically, these tests focused upon (a) the structure of the hub/rotor wake in the vicinity of the empennage, (b) the formulation of the ground vortex and its relation to hub loads and fuselage loads during transition, and (c) the occurrence of vibratory air pressures from the blade passing over the fuselage. Only portions of the above-mentioned wind tunnel test data were reduced and analyzed in addressing the flight-test problems of the UTTAS aircraft.

Under Contract DAAJ02-77-C-0020, Boeing-Vertol completed analyses on the data to understand more completely the aerodynamic interactions that are involved and to formulate instructions for the guidance of designers in these respects. The results of these studies are applicable to all existing and future single-rotor/tail rotor helicopters. The data have been segregated according to aerodynamic interactions and associated phenomena/problem areas. From this body of knowledge, a generalized set of design guidelines meaningful to the single-rotor helicopter design concept formulation were developed and are included in these reports.

Mr. Robert P. Smith of the Aeronautical Technology Division, Aeromechanics Technical Area, served as project engineer for this effort.

DISCLAIMERS

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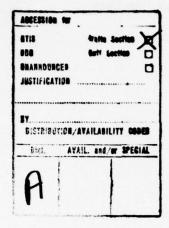
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PREFACE

The entire report describing the investigation of INTERACTIONAL AERODYNAMICS OF THE SINGLE-ROTOR HELICOPTER CONFIGURATION comprises eight numbered volumes bound as 33 separate documents. The complete list of these documents is as follows:



Volume I, Final Report

Volume II, Harmonic Analyses of Airframe Surface Pressure Data

- Runs 7-14, Forward Section
- B Runs 7-14, Mid Section
- C Runs 7-14, Aft Section
- D Runs 15-22, Forward Section
- E Runs 15-22, Mid Section
- F Runs 15-22, Aft Section
- G Runs 23-33, Forward Section
- H Runs 23-33, Mid Section
- I Runs 23-33, Aft Section

Volume III, Flow Angle and Velocity Wake Profiles in Low-Frequency Band

- A Basic Investigations and Hubcap Variations
- B Air Ejector Systems and Other Devices

Volume IV, One-Third Octave Band Spectrograms of Wake Split-Film Data

- A Buildup to Baseline
- B Basic Configuration Wake Explorations
- C Solid Hubcaps
- D Open Hubcaps
- E Air Ejectors
- F Air Ejectors With Hubcaps; Wings
- G Fairings and Surface Devices

Volume V, Harmonic Analyses of Hub Wake

Volume VI, One-Third Octave Band Spectrograms of Wake Single Film Data

- A Buildup to Baseline
- B Basic Configuration Wake Exploration
- C Hubcaps and Air Ejectors

Volume VII, Frequency Analyses of Wake Split-Film Data

- A Buildup to Baseline
- B Basic Configuration Wake Explorations
- C Solid Hubcaps

D - Open Hubcaps

E - Air Ejectors

F - Air Ejectors With Hubcaps; Wings

G - Fairings and Surface Devices

Volume VIII, Frequency Analyses of Wake Single Film Data

A - Buildup to Baseline

B - Basic Configuration Wake Exploration

C - Hubcaps and Air Ejectors

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INTRODUCTION

Volume VI presents spectrograms of the six velocity measurements from the single film transducers which were located outboard on the wake rake to the left and right of the split film transducers. These plots are similar to those of Volume IV E, being machine plotted spectrograms in the one-third octave band format. They relate directly to the standard spectrograms that appear in Volume VIII for the same set of runs.

The sub-volumes of Volume VI display data derived from the following test runs:

Volume VI-A - 149, 150, 160, 156, 158, 159 Volume VI-B - 111 -119, 121 Volume VI-C - 135, 136, 188, 211, 168, 167, 194, 161, 154, 172, 174, 176, 203, 205, 197

The runs follow the order of the logical arrangement of the Outline of Wake Investigations, Table 1, from which they have been selected. The Table I outline and other material is included for reference and as context to the work of each sub-volume. Table 2, the List of Test Runs, arranges the runs in numerical order and gives pertinent text parameters.

The Index of Rake Positions, Table 3, lists the hot film transducer rake positions in the model coordinate system for each run and its test points. The main feature of Table 3 is the indexing of the test point number to the model water line station and butt line as it varied from run to run. The table groups the runs as they shared the indexing correspondence of point with position. It is emphasized that the runs in a group do not necessarily all share the same number of test points but they do have same correspondence within their respective ranges of test points.

The orientation of the rake is shown pictorially in Figures 1 through 6 for the various test runs. Figure 7 presents a scaled drawing of the model with reference to the three-axis coordinate system. Table 4 lists the center frequency and the upper and lower band limits for each of the numbered one-third octave bands.

TABLE 1			
OUTLINE OF WAKE IN	VESTIGATIONS		
Description	Configuration Code		Base- line
Build-up to Baseline			
1. Nacelles removed	K ₁₃ +H ₁ -N	149	150
2. Blades off, rotating hub	K ₁₃ -M+H _{1.0}	160	156
3. " , non-rotating hub	K ₁₃ -M+H _{1.0}	158	156
4. " , hub off	K ₁₃ -M-H _{1.0}	159	156
Basic Configuration			
1. Wake Explorations near Empennage			
(a) 15" Long. + traverse at T/R C.L.	K ₁₁	111	
(b) 9" Vert. + " above T/R "	"	112	
(b) 9" Vert. + " above T/R " (c) 2" " " in vortex (d) 8" " " (continue 112) (e) 13" " behind stab.	"	113	
(e) 13" " behind stab.	"	115	
(I) Lateral traverse, left stab.	"	116	
(One T.P. only) (g) Same continued	,	117	
(h) Same continued (One T.P. only)	"	118	
(i) Lateral traverse right stab.	0	119	
(j) T/R effect on wake	$K_{1} + T_2^0$	121	115
2. Climb/Descent Studies			
(a) Climb 900 FPM (b) Descent 800 FPM	K _{1 1}	135 136	===
Effect Of Hub Caps			
1. Solid Caps on Canister			
(a) 7.6" diam. 2.17" ht. soft Pitch Arms	K ₁₁ -H _{1.0} +H _{1.2}	137	136
(b) 7.6" diam. 2.17" ht. stiff	K ₁₃ +H _{1.2}	153	156
Pitch Arms (b) 7.6" diam. 2.45" ht. flt. test config.	K ₁₃ +H _{1.2.1} +I ₁ +E _{1.0}	207	188
7			

MARIE 1 (COMMI	NITTEN \		
TABLE 1 (CONTI			
OUTLINE OF WAKE INVE	Configuration Code*	Run No.	Base- line
Effect of Hub Caps (Continued)			
2. Solid Caps Raised Above Canister			
(a) 7.6" diam. 2.45" ht. 70" depth, .55 gap	H _{1.2.2} +I ₁ +E _{1.0}	208	188
(b) 10.0" diam. 3.25" ht. 1.55" depth, .50" gap	H _{1.8.1} +I ₁ +E _{1.0}	189	188
(c) 10.0" diam. 4.125" ht. 2.05" depth, .875" gap	H _{1.8.2} +I ₁ +E _{1.0}	190	188
(d) Repeat of 189	" " "	210	188
3. Open Caps Without Underbody			
(a) 10.0" diam. 1.25" gap,blades (b) " " gap, no blades	H _{1.0.2} +I ₁ +E _{1.0}	193 166	188/166 158
	H _{1.14.1} +I ₁ +E _{1.0} H _{1.0.1} -M	211 165	188 158
	H _{1.0.3} +I ₁ +E _{1.0} H _{1.7.1} -M	191 168 167	188 156/167 158
(h) " " 4.00" gap,blades	H _{1.7.2}	169	156
4. Open Caps with Underbody			
(a) 7.6" diam. 1.25" gap (b) " " " " center post.	H _{1.11.1} +I ₂ +E _{1.0} H _{1.11.1} +I ₂ +E _{4.0} H _{1.1.2} +I ₂	194 198 202	188 188 194
(d) 10.0" diam5" gap, no blades	H _{1.5.1} -M	164	158
(e) " " 1.25" gap, no blades	H _{1.5.2} -M	161	158
(f) " " 2.0" gap, no blades	H _{1.5.4} -M	163	158
(g) " " 4.0" gap, no	H _{1.5.3} -M	162	158
(h) " " 1.25" gap	H _{1.5.2}	154	156/161
*Basic Code is Kl3.			

TABLE 1 (CONTINUED)

OUTLINE OF WAKE INVESTIGATIONS

Description	Configuration Code*	Run No.	Base- line
	H _{1.3} H _{1.9.0} +E _{1.2} H _{1.9.1} +E _{1.2}	151 182 183	150 181 181
Effect of Air Ejectors			
3. " " 150 psi 4. Wide chord shroud 40 psi 5. Wide " " 150 psi	H ₁ .0+E ₁ .0 H ₁ .0+E ₂ .5.1 H ₁ .0+E ₃ .5.2 H ₁ .0+E ₃ .5.4	174 175 176 184 187 203 204	156 156/172 156/173 156/174 156/174 156 156 156/203 156/203
Air Ejectors with Open Hub Caps with Underbodies			
3. " " " 40 psi 4. " " " 150 psi 5. " " " 0 psi 6. " " " 40 psi 7. " " 150 psi	H _{1.11.1} +1 ₂ +E _{1.0} """ H _{1.11.1} +I ₂ +E _{4.0} """ H _{1.11.2} +I ₂ +E _{4.6} H _{1.5.4} +E _{2.5.1}	195 196 197 198 199 200 201	188/172 188 188/173 188/174 188/194 188/196 188/196 188/200 156/176
Effect of Wings and Misc.			
(b) Single slotted flapped wing(c) Dougle slotted flapped wing	H _{1.0} +W _{1.0} +E _{1.1} H _{1.0} +W _{3.0} +E _{1.0} H _{1.0} +W _{2.0} +E _{1.0} H _{1.0} +W _{4.0}	178 180 179 186	181 181 181 156

*Basic Code is K13.

TABLE 1 (CONTINUED)

OUTLINE OF WAKE INVESTIGATIONS

Description	Configuration Code*	Run No.	Base- line
 Crown Fairings (a) Flat top behind shaft (b) Round top behind shaft (c) Extended flat top fairing (d) Flat top + 16" cap, 4" gap (e) Forward fairing/nacelle fairing 	K ₁ 1+D ₁ K ₁ 1+D ₂ H ₁ +D ₄ H ₁ • 7 • 2+D ₄ P ₁ • 0	140 141 170 171 152	138 138 156 170 156
3. Surface Devices (a) Vortex generators (b) Guidevane between nacelles (c) Longitudinal strakes (d) 14% porosity spoiler	K ₁₁ +VG _{2.1} K ₁₁ +FV ₁ H _{1•5.3} +S ₄ K ₁₁ +X ₁	139 142 155 143	138 138 156 138
			F

*Basic Code is Kl3 unless noted otherwise.

	TAIL	ROTOR	Off	= .	=	=	=	=	=	=	=	00	Off	=
	MR HT.	h/d	8	=		=			=	=	=	=	=	=
	MODEL	•	-2.0	=	=	=	z	=	=		=	=	-4.5	-2.0
	MODEL	0 5	0.9	=	=	-	=	=	=	=	=	=	0.9-	0.9
AKE	DISK	LDG.	œ	=			=	=		= ,	=	a.	u	п
AS HE HUB W	RPM	MR/TR	1433/0	=			=	£	u		=	1433/ 4500	п	=
TEST RUI	VTUN	KNOTS	80	=		u	=	s		=	=	=	n	=
TABLE 2 LIST OF TEST RUNS BASIC INVESTIGATIONS OF THE HUB WAKE	CONFIGURATION		$K_{11}/15$ " Long. wake traverse at TR center line	" /9" Vert. wake traverse above TR center line	" /2" Vert traverse through MR vortex	" /8" Vert. traverse below TR center line	" /13" Vert. traverse behind stabilizer	" /Lateral traverse - left stabilizer	" /116 continued	" /116 continued	" /Lateral traverse - right stabilizer	K ₁₁ +T ₂ /Effect of tail rotor flow on wake	K_{11}/W ake in 900 fpm climb	" /Wake in 800 fpm descent
	RUN	NO.	111	112	113	114	115	116	117	118	119	121	135	136

		DEVICES
UED)	RUNS	PERING
TABLE 2 (CONTINUED	LIST OF TEST	KE-AL
7	OF	WA
ABLE	ST	OF
T.	3	EVALUATION OF WAKE-ALTERING DEVICES

_	- 2	_			-								
	TAIL	Off	.*		•	•	•	•		•	•		
MR.	h/d	8	•	=	=	.=		-		-	=		=
MODEL	•	-3.8	=	=	=		=		=		2		=
MODEL	9	9	=	=	=	-	=		=		=		
VOTO	LDG.	8	•	5	-	=	=		4.5		=	8	=
	RPM MR/TR	1433/0		=	=				1075/0			1433/0	
	VTUN	80	=	=		=			. 09			80	=
	CONFIGURATION/CONDITION	K11-H1.0+H1.2/Effect of 7.6 inch diam. solid hub cap	K ₁₁ /Repeat of base run	K ₁₁ +VG _{2,1} /Effect of vortex gener- ators on aft crown	K ₁₁ +D ₁ /Flat-topped "doghouse" fair- ing on aft crown	K ₁₁ +D ₂ /Rounded-top fairing	K ₁₁ +FV ₁ /Deflection vane on crown between nacelles	$K_{11}^{+}X_{1}^{-}$ /Variable porosity spoiler	K ₁₃ +H ₁ -N ₁ /Effect of nacelles off also add stiff pitch arms (K ₁₃)	K ₁₃ +H ₁ /60 knot baseline	K ₁₃ +H _{1.3} /16 inch diam. helmet fair- ing	K ₁₃ +P _{1.0} /Pylon and intake fairings	$ ext{K}_{13} ext{+H}_{1.2}/ ext{Repeat}$ 137 with $ ext{K}_{13}$ pitch arms
	NO.	137	138	139	140	141	142	143	149	150	151	152	153

		TATE	ROTOR	off	=	=	=	=	=	=		=	=		:
		MR HT.	h/d	8	•	-	=	=	=	=	=	=	=	2	=
		MODEL	9	-3.8	=	=	=	=	=			=		=	=
		MODEL	°	9	=	=	=	=	=	=		ш		=	
	ES	DISK	rpg.	8	=	, 11			=	п .				u	
48	NG DEVIC	RPM	MR/TR	1433/0	=		0/0	,	1433/0	0/0		н		u	=
CONTINUED)	-ALTERII	VTUN	KNOTS	80		=	-	=	=						
TABLE 2 (CONTINUED) LIST OF TEST RUNS	EVALUATION OF WAKE-ALTERING DEVICES	CONFIGURATION/CONDITION		K13+H1.5.2/10" open hub cap, 7" underbody, 1.25"qap	K ₁₃ +H _{1.5.2} +S ₄ /Same as 154 except strakes on aft crown	Kl3+Hl.0/Baseline with Kl3,i.e., stiff pitch arms	K ₁₃ -M+H _{1.0} /Wake studies with blades off, hub not rotating	K ₁₃ -M-H _{1.0} /Wake studies with hub off	<pre>K13-M+H1.0/Same as 158 except hub is rotating</pre>	K ₁₃ -M+H _{1.5.2} /Repeat of 154 without blades	K ₁₃ -M+H _{1.5.3} /Same as 161 except 4"	K ₁₃ -M+H _{1.5.4} /Same as 161 except 2"	K ₁₃ -M+H _{1,5,1} /Same as 161 except 0.5" gap	K ₁₃ -M+H _{1.0.1} /10" open hub cap,no underbody,same cap vert.position as Run 154	K ₁₃ -M+H _{1.0.2} /Same as 165 with cap lowered by 0.5"
		RUN	NO.	154	155	156	158	159	160	191	162	163	164	165	166

	TABLE 2(CONTINUED)	LIST OF TEST RUNS	EVALUATION OF WAKE-ALTERING DEVICES
--	--------------------	-------------------	-------------------------------------

V _T UN RPM	KNOTS MR/TR LDG. a° w° h/d F	cap, no under- 80 0/0 8 6 -3.8 ~ Off	same cap " 1433/0 " " " " 167	, no under- " " " " "	l flat top " " " " " on aft crown	Same fairing as 170, " " " " " same cap as 169	ic air ejec- " " " " " ine	ame as 172 " " " " " is upply	psi)/Same as 172 " " " " " 150 psi supply	40 psi)/Ejector with " " " " " shroud at 40 psi	51)/Same as 174 " " " " " psi supply	si)/Same as " " " " " " p like 163	(0 psi)/Nacelle " " " " " mounted wing
CONFIGURATION/CONDITION		2"		K ₁₃ +H _{1,7,2} /16" open cap, body, 4" gap	le d	K ₁₃ +H _{1.7.2} +D _{4.0} /Same f	K13+H1.0+E1.0(Opsi)/Basic air ejector zero blowing baseline	K ₁₃ +H _{1.0} +E _{1.0} (40 psi)/Same as 172 with 40 psi supply	K13+H1.0+E1.0(150 psi), with 150	K13+H1,0+E2,5,1(40 psi)/Ejector with wide chord shroud at 40 psi	K ₁₃ +H _{1.0} +E _{2.5.1} (150 psi)/Same as with 150 psi supply	K ₁₃ +H ₁ .5 ₁ 4+E ₂ 5 ₁ (150 psi)/Same a	K ₁₃ +H _{1.0} +W _{1.0} +E _{1.1} (0 psi)/Nacelle mounted wing
RUN	NO.	191	891	169	170	171	172	173	174	175	176	177	178

	TAIL	ROTOR	Off		=	=	=	2				=	=	=
	MR.	h/d	8	=			=	s	=		=	=	=	5
	MODEL	•	-3.8				=		=		-		=	z
	MODEL	• 5	9	•		:	=	:	= .	=	=	=		E
S	DISK	pst.	ω	=	=	=	=		•			=	=	=
1S 3 DEVICE	RPM	MR/TR	1433/0	E		=								=
CONTINUED) FEST RUN ALTERING	Vrun	KNOTS	80			=			и			:		=
TABLE 2 (CONTINUED) LIST OF TEST RUNS EVALUATION OF WAKE-ALTERING DEVICES	CONFIGURATION/CONDITION		Kl3+Hl.0.2+Il+El.0 (0 psi)/10" cap, no underbody, 1.87" gap	(0)	Kl3 ^{+H} l.ll.l ^{+I} 2 ^{+E} l.0(0 psi)/7.6" cap, underbody, l.25" qap	I2+E1.0(20 20 psi air	K13+H1.11,1+I2+E1,0(40 psi)/Same as 194 with 40 psi air	K13+H1.11.1+I2+E1.0(150 psi)/Same as 194 with 150 psi air	K ₁₃ +H _{1.11} ,1+1 ₂ +E _{4.0} (0 psi)/Same as 194 except blowing tube 2" aft	K13+H1.11.1+I2+E4.0 (40 psi)/Same as 198 with 40 psi air	$K_{13}^{+}H_{1,11}^{-}1_{1}^{+}I_{2}^{2}^{+}E_{4,0}$ (150 psi)/Same as 198 with 150 psi air	K ₁₃ +H _{1,11,2} +I ₂ +E _{4,0} (150 psi)/Same as 200 except center support cap	K ₁₃ +H _{1,11,2} +I ₂ /Baseline with I ₂ and no blowing tube	K ₁₃ +H _{1.0} +E _{5.0} (0 psi)/Bifurcated air duct baseline
	RUN	NO.	191	193	194	195	196	197	198	199	200	201	202	203

TABLE 2 (CONTINUED)

LIST OF TEST RUNS

EVALUATION OF WAKE-ALTERING DEVICES

TAIL	ROTOR	Off	s	=	E	=	=			
MR HT,	p/q	8		=	=	=	=			
MODEL	. 4	-3.8		=	=	=	=			
MODEL	ον	9		=	=	=	=			
NSIG	rbg.	8	u	=		=	=			
RPM	MR/TR	1433/0		=	=	•	=			
VTUN	KNOTS	80		ت ت		=	=			
CONFIGURATION			Kl3+Hl.0+E5.0 (40 psi)/Same as 204 with 40 psi air	K ₁₃ +H _{1.2.1} +I ₁ +E _{1.0} (0 psi)/7.6" solicap, no gap	K ₁₃ +H _{1,2,2} +I ₁ +E _{1,0} (0 psi)/Same as 207 except 0.55" gap		Kl3+Hl.14.1+I1+El.0 (0 psi)/Like 189 and 210 except cap is open			
RUN	NO.	204	202	207	208	210	211			

TABLE 3

INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER	MODEL	BUTT	LOCATION FIGURE
111	20 21 22 24 26 28 30 32 34 36	53.5 "" "" ""	103.1 105.0 107.0 109.0 111.0 112.9 114.9 116.9 118.9	-7.25	1
112	2 4 6 8 10 12	48.9 50.8 52.7 54.5 56.2 57.2	107.3	-7.25	1
113	2 4 6 8 10 11	51.7 52.3 52.8 53.3 53.9 53.3	103.3	-3.25	1
114	2 4 6 8 10	44.5 46.4 48.2 50.0 51.9	103.0	-3.25	1
115	3 4 6 9 10 12 14 16 18 20	52.9 52.0 50.0 48.0 46.0 44.1 42.1 53.0 54.0 55.0	124.7	-3.25	1

TABLE 3 (CONTINUED) INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT	LOCATION FIGURE
116	7	36.9	100.5	-17.5	1
117	2 4 6 8 10	37.6 37.3	·100.5	-16.0 -14.0 -12.0 -10.0 - 8.0	1
118	2	37.6	100.5	- 6.0	1
119	2 5 8 9 14 16 20 25	37.3 "" "" 51.5 52.3	99.6 " " 102.5 101.7	+ 6.0 8 10 14 16 17.5 -17.5	1
121	3 4 6 8 10	62.9 53.5 50.1 46.0 42.1	129.0	+ 5.7	2
135	2 4 6 8 10 12 14	56.9 54.5 52.5 50.5 48.5 46.5 44.5	106.3	- 5.7	3
136	2 4 6 8 10 12 14 17 18 19	56.5 54.5 52.5 50.6 48.5 46.5 44.5 37.1 39.0 41.0	104.0	- 8.0 "" ""	4

TABLE 3 (CONTINUED)

INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT LINE	LOCATION FIGURE
137	3 5 7 9 11 13 15 17	38.7 39.9 42.0 44.0 46.0 48.0 50.0 52.0 54.0	98.4 100.5 103.6	- 8.0	5
138-41, 143	2 3 4 5 6 7 8 9	38.8 40.0 42.0 44.0 46.0 48.0 50.0 52.0 54.0	98.4 100.5 103.6	- 8.0 " " "	5
142	7 8 9 10 11 12 13 14 15 16	37.8 40.2 42.0 44.0 46.0 48.0 50.0 52.0 54.0 56.8	98.4 " 100.5 103.6	- 8.0	5

TABLE 3 (CONTINUED)

INDEX TO RAKE POSITIONS

		γ			
RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT	LOCATION FIGURE
149-151	2 3 4 5 6 7 8 9	38.8 40.0 42.0 44.0 46.0 48.0 50.0 52.0 54.0	98.5 100.6 103.5	- 8.0	5
152-6, 158 161-4, 166 167, 169-71 175, 177-9 180,182,184 186-8, 190 191,193,194 196,198,201 204,207,208 211	5 6 7 8 9	42.9 44.9 46.9 48.9 50.9 52.9 54.9 56.9	97.9 100.6 104.6	0.0	6
159	1 2 3 4 5	54.9 52.9 50.7 48.6 46.7	104.6	0.0	6
160,203	5 6 7 8 9 10	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6	0.0	6
165	3 4 5 6 7 8	44.9 42.9 46.9 48.9 50.9 52.9	97.9 100.6 104.6	0.0	6

R

TABLE 3 (CONTINUED) INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT	LOCATION FIGURE
168, 183	4 5 6 7 8 9	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6	0.0	6
172	3 4 6 7 8 9 10	42.9 44.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 " 100.6 104.6	0.0	6
173,174,176 185,195,197 199,200,205 210	1 2 3 4 5 6 7	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6	0.0	6
181	2 3 4 5 6 7 9 10 11 12 13	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6 "	0.0	6

TABLE 3 (CONTINUED) INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT LINE	LOCATION FIGURE
189	29 30 31 32 33 34 35 36 37 38 39	42.9 44.9 46.9 48.9 50.9 50.9 52.9 54.9	97.9 100.6 " 104.6 100.6 104.6	0.0	6
202	3 4 5 6 7	43.4 44.9 46.9 48.9 50.9	97.9 100.6 104.6	0.0	6

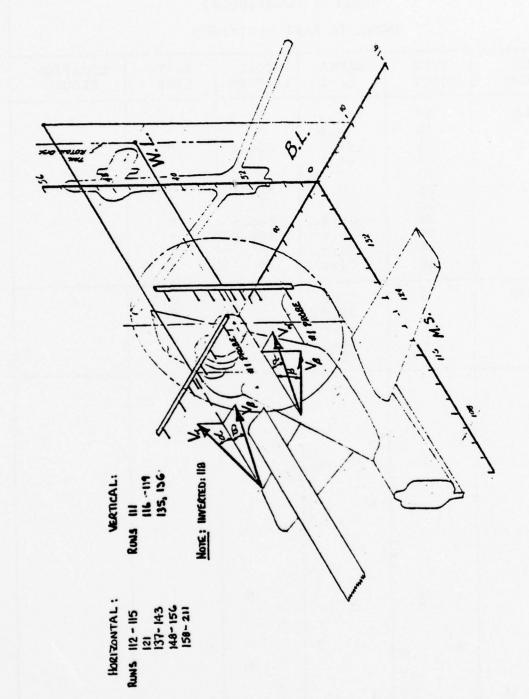


FIGURE 1 - RAKE ORIENTATION DIAGRAM

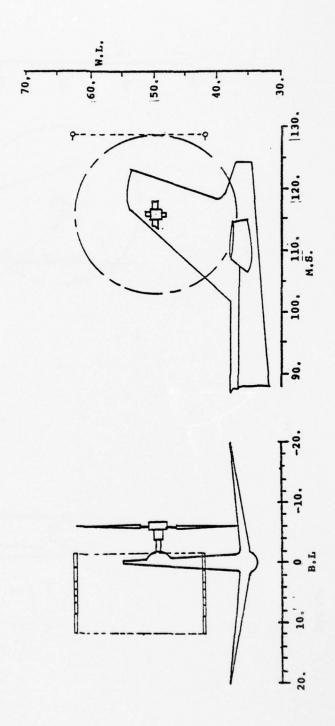


FIGURE 2 -HOT FILM RAKE LOCATIONS



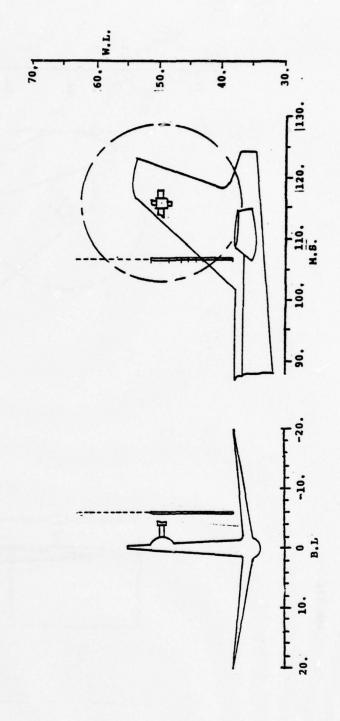


FIGURE 3 -HOT FILM RAKE LOCATIONS

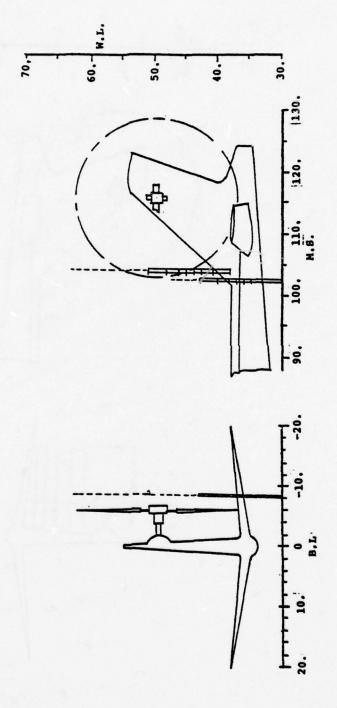


FIGURE 4 -HOT FILM RAKE LOCATIONS

RUN 137, 138, 139, 140, 141, 142, 143, 148, 149, 150, 151

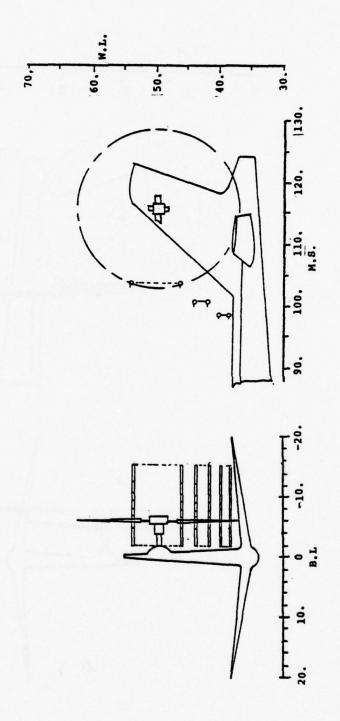


FIGURE 5 -HOT FILM RAKE LOCATIONS

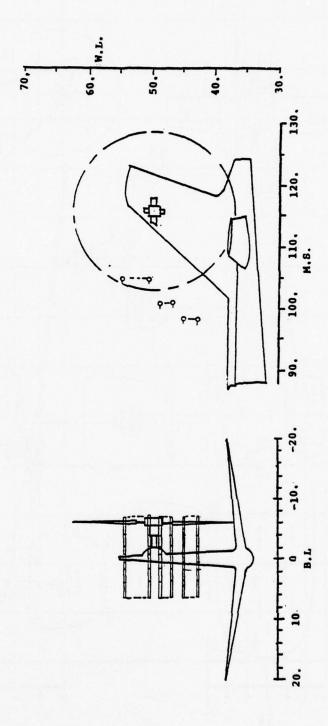


FIGURE 6 -HOT FILM RAKE LOCATIONS

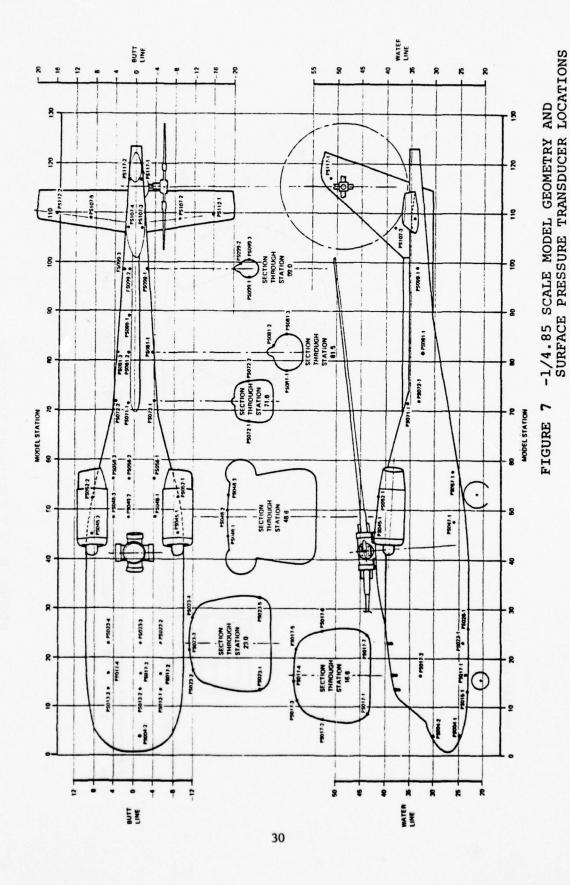
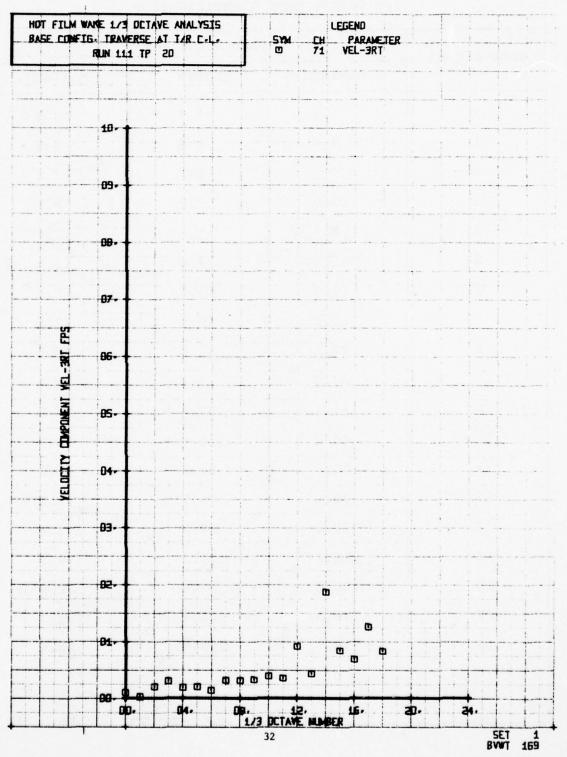
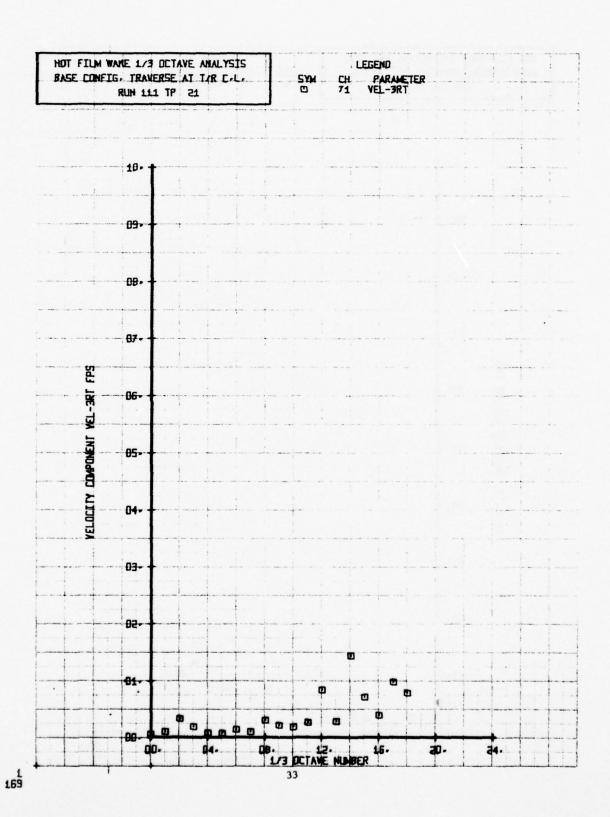


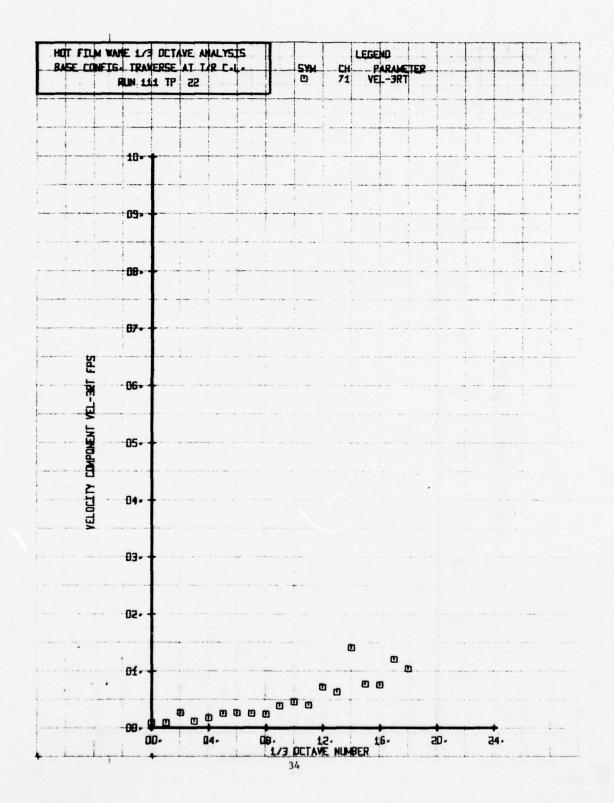
TABLE 4
1/3 OCTAVE BAND IDENTIFICATION

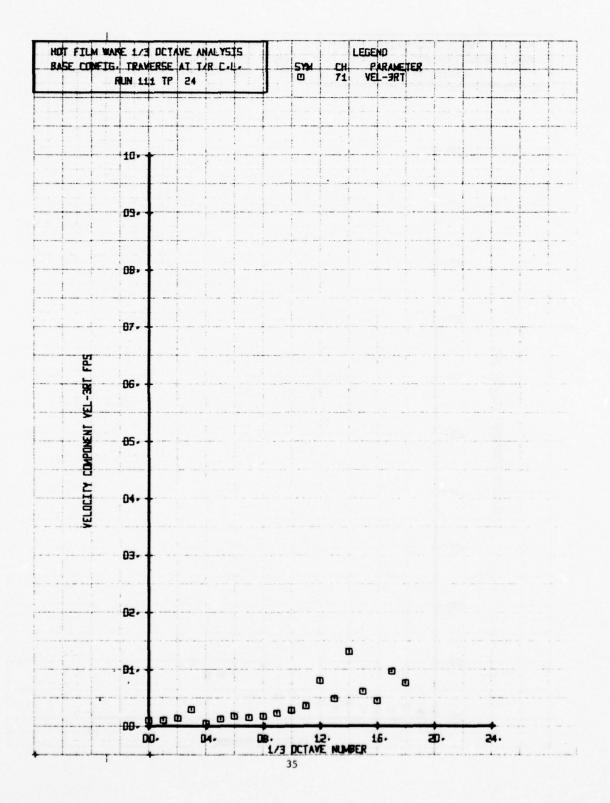
SAND NUMBER	BAND WIDTH - Hz						
ALID HORDEN	MINIMUM	CENTER	MAXIMUM				
0	3.5	3.4	4.4				
1	4.4	4.9	5.5				
. 2	5.5	6,2	7.0				
3	7.0	7.8	8.7				
4	8.7	9.8	11.0				
5	11.0	12,4	13.9				
6	13.4	15,6	17.5				
7	17.5	19.7	22,1				
8	22.1	24.8	27.8				
9	27.8	31.25	35,1				
10	35.1	39.4	44.2				
11	44.2	49.6	55.7				
12	55.7	62.5	70.2				
13	70.2	78.7	88.9				
14	88.9	99.2	111.4				
15	111.4	125.0	140.3				
16	140.3	157.5	176.8				
17	176.8	198.4	222.7				
18	222.7	250.0	280.6				

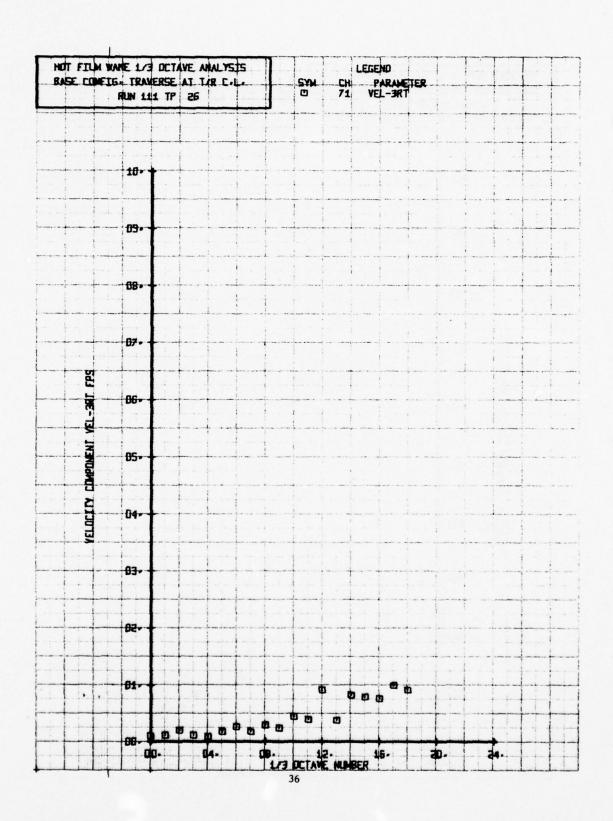


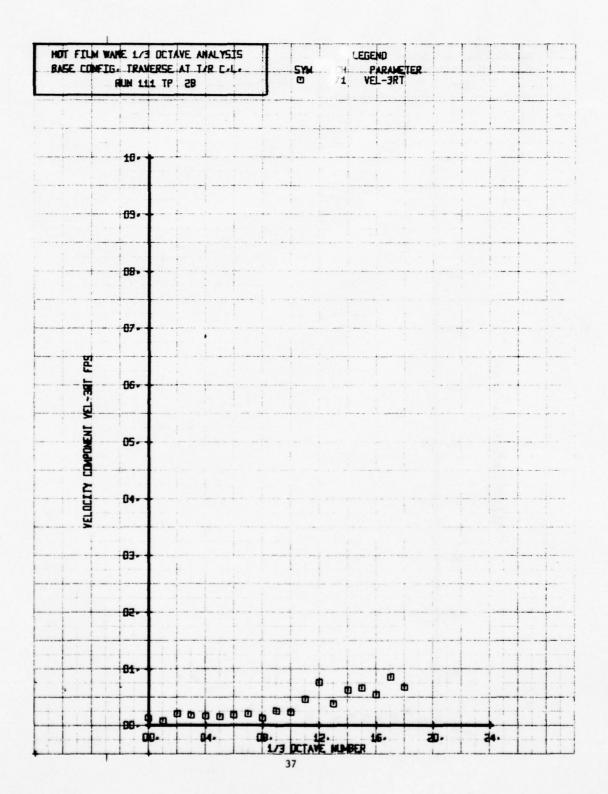
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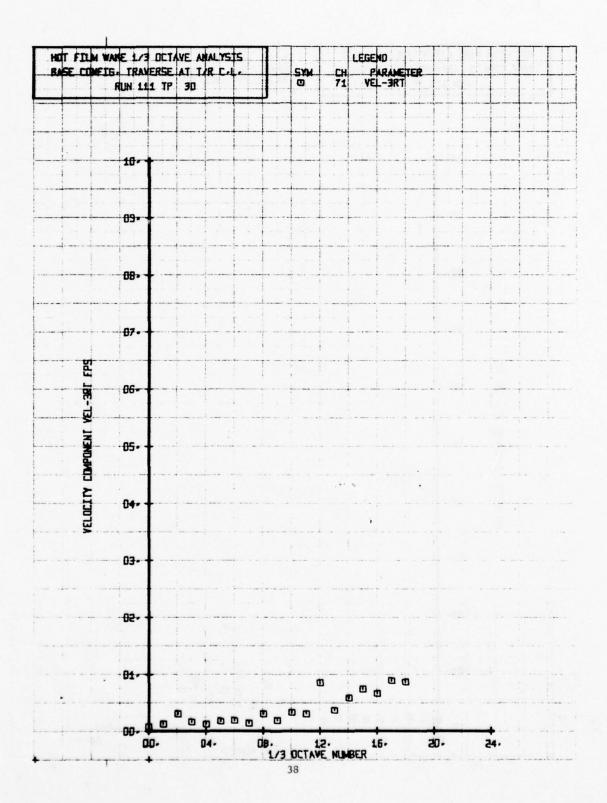


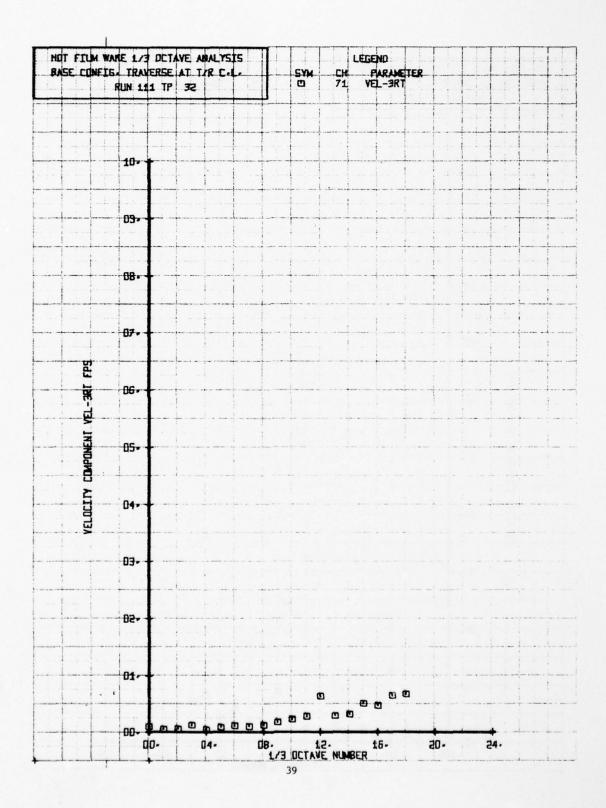


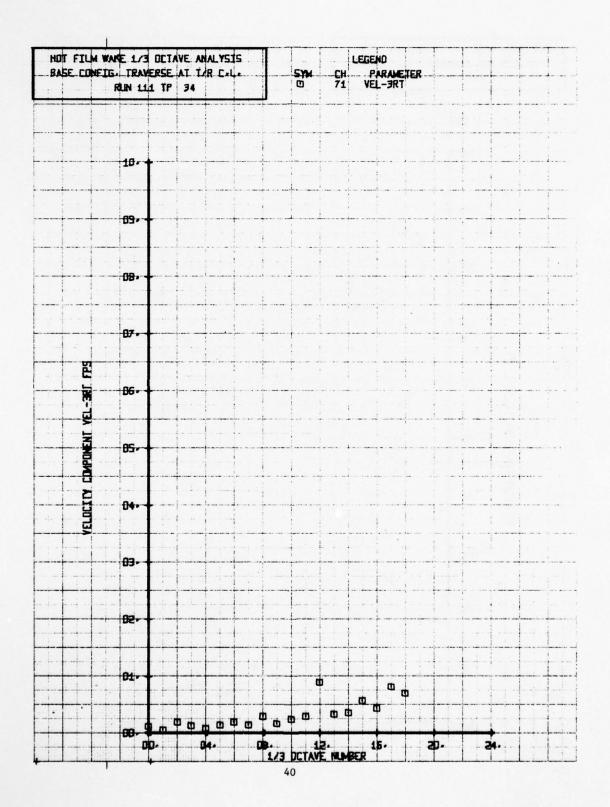


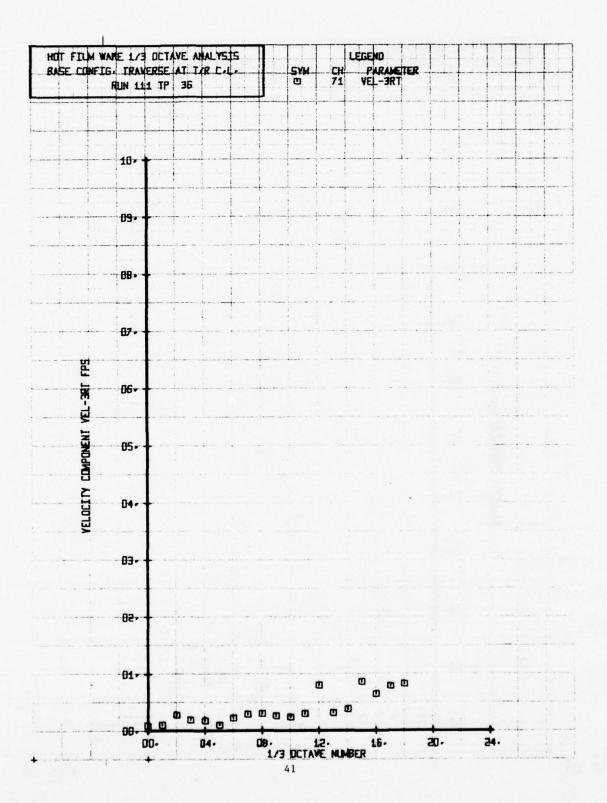


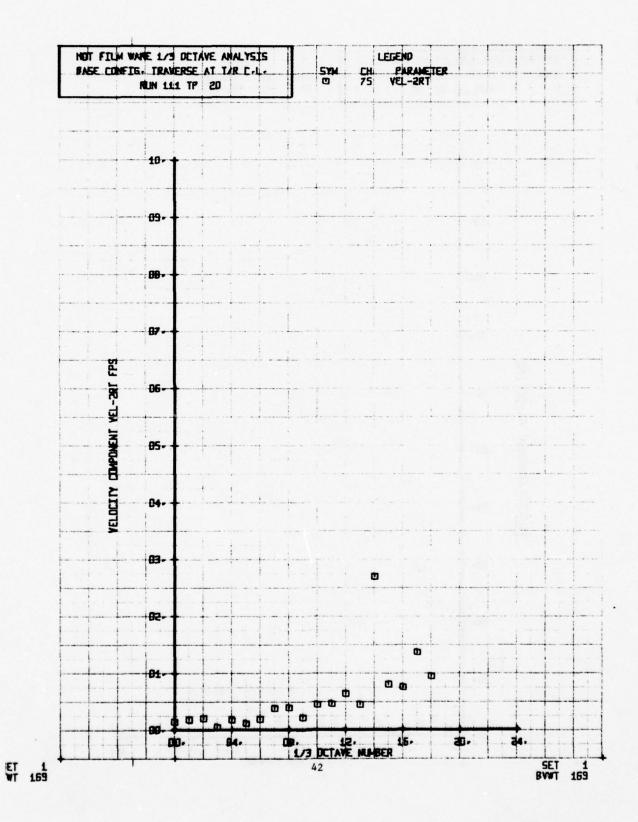


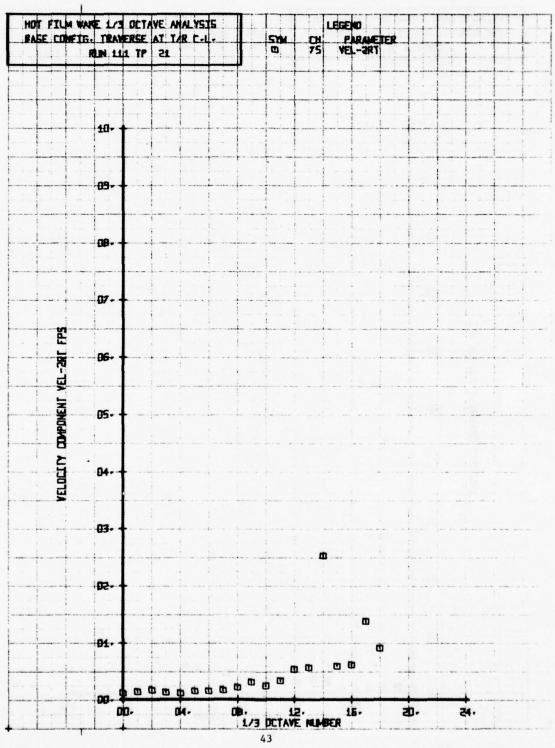




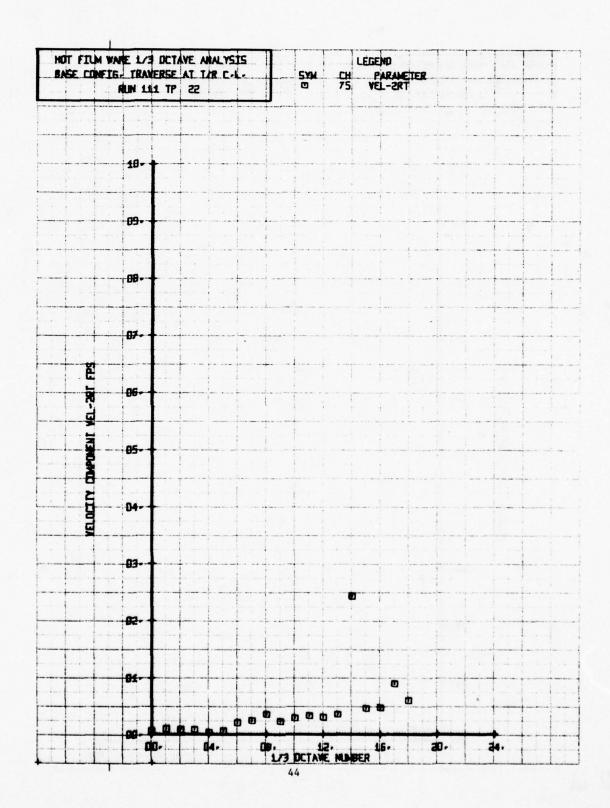


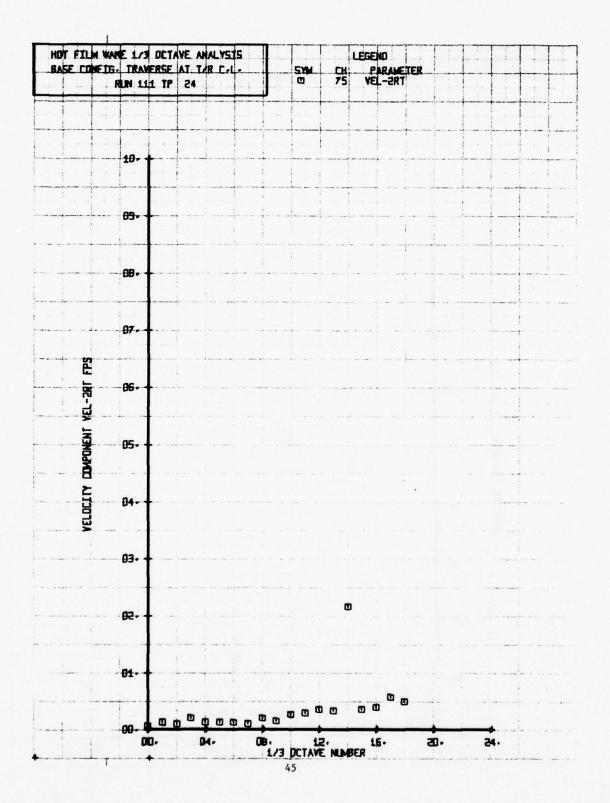


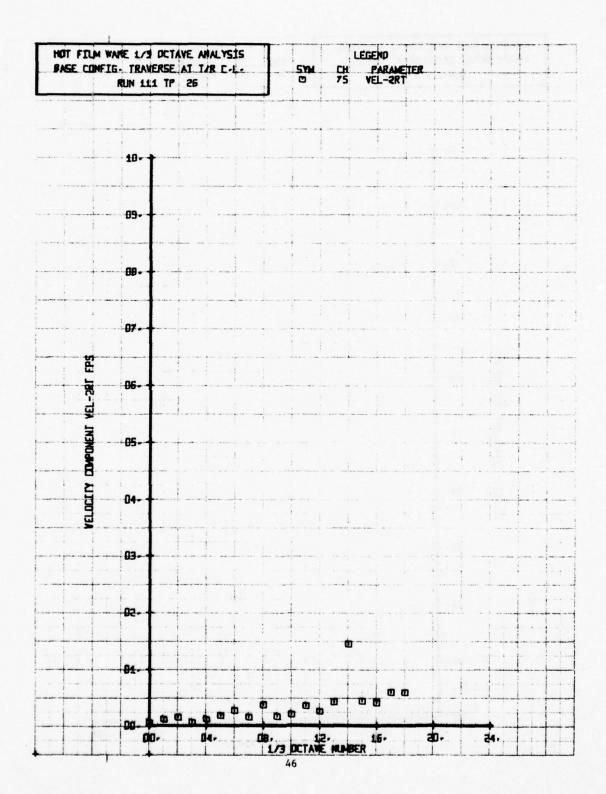


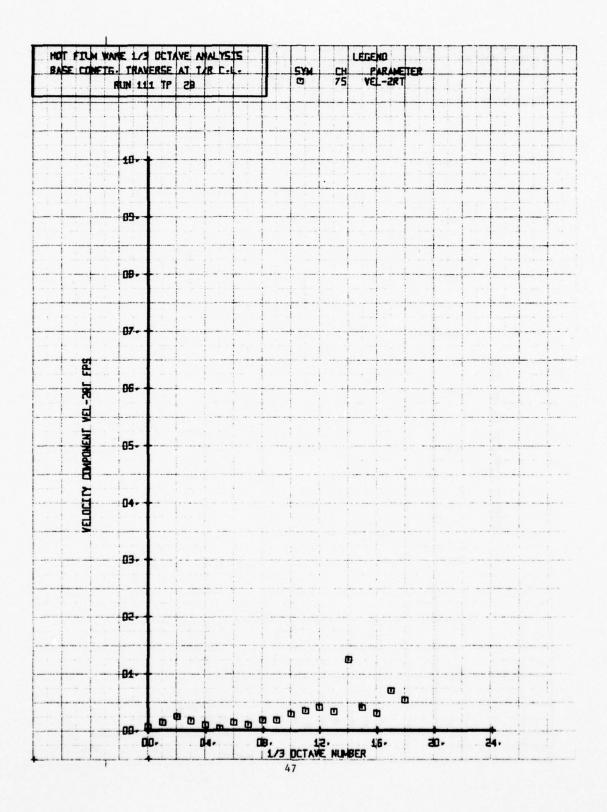


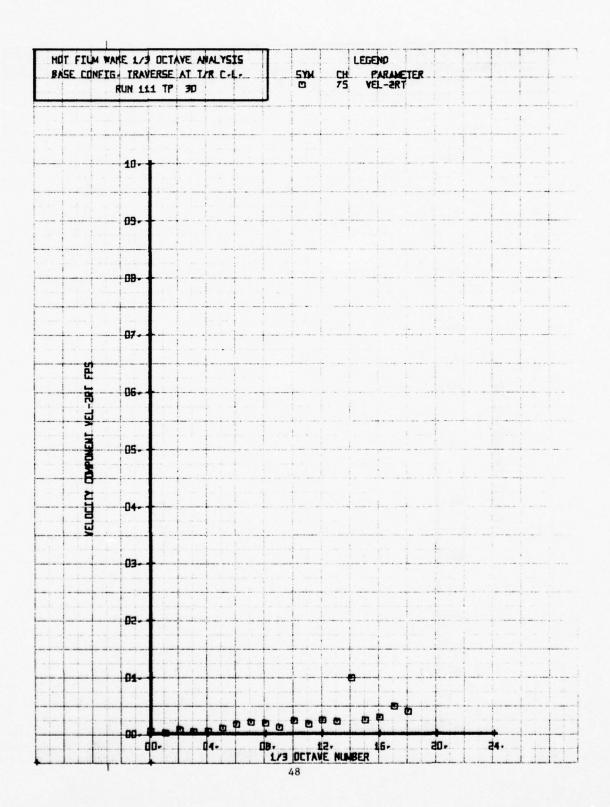
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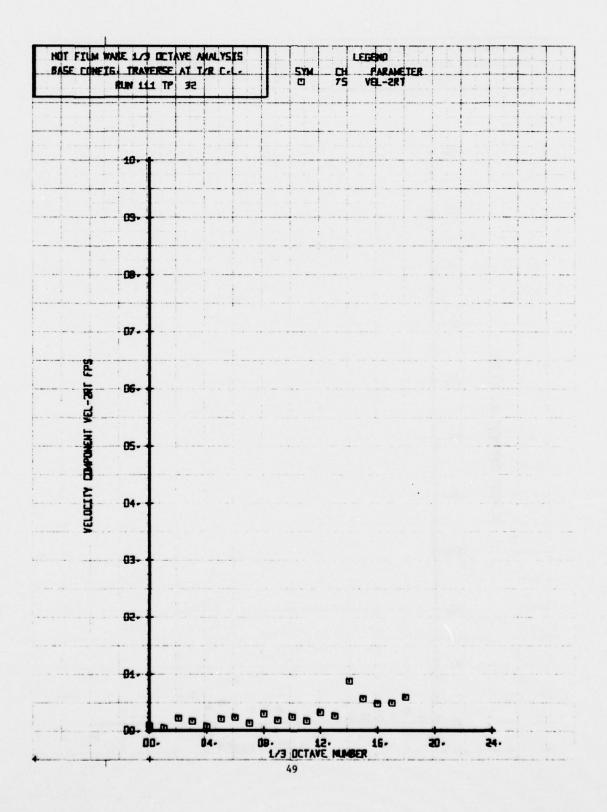


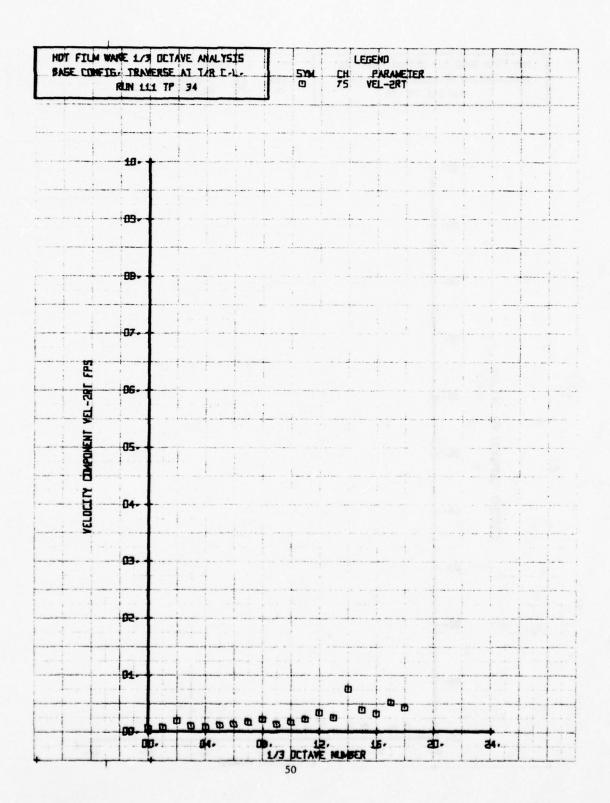


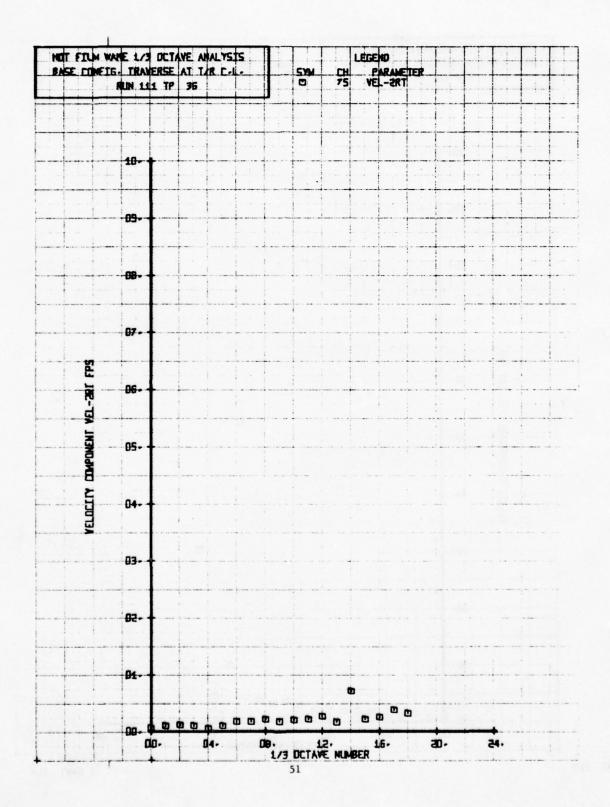


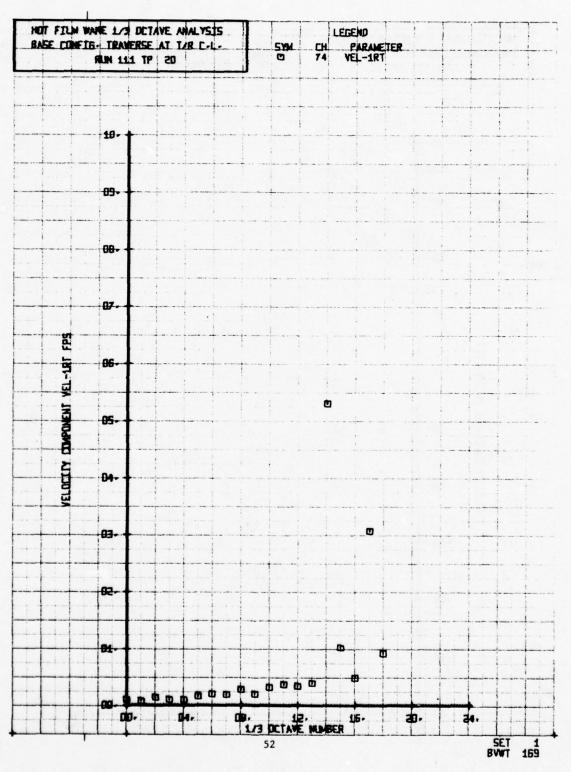




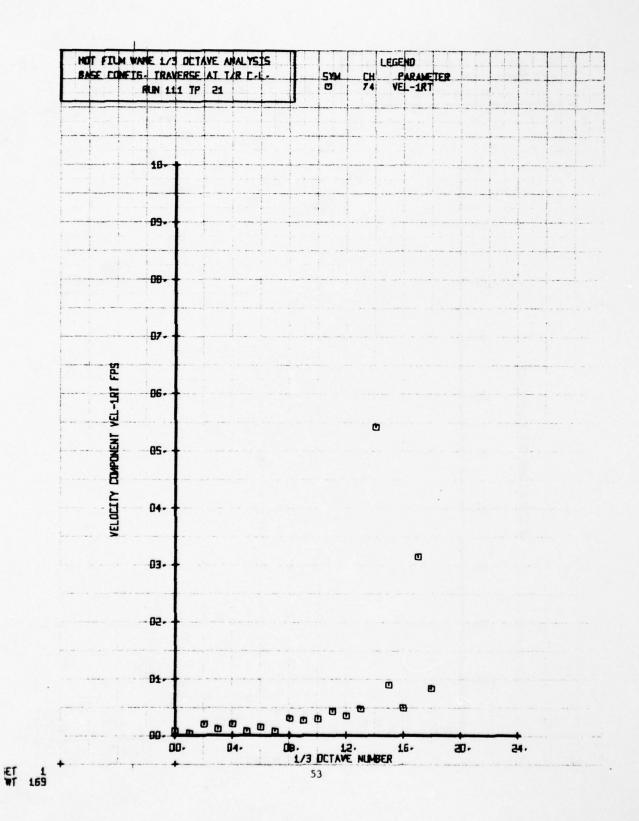


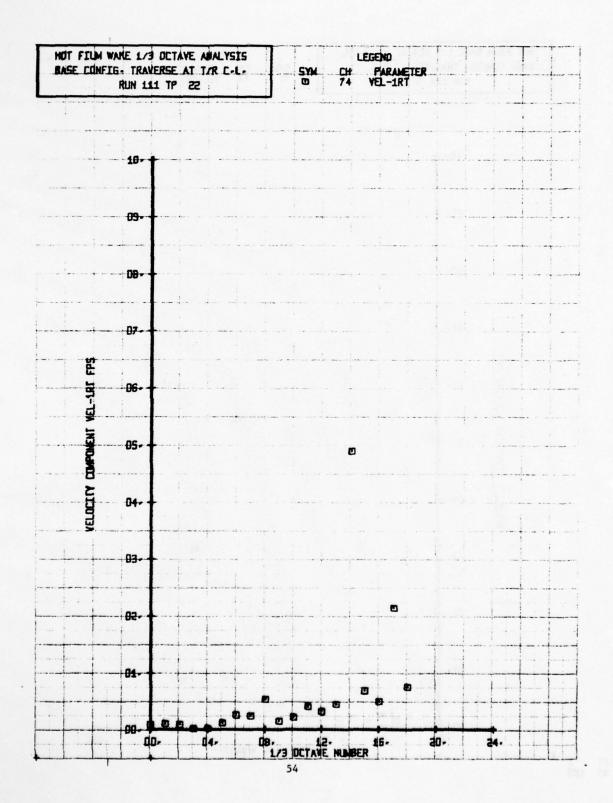


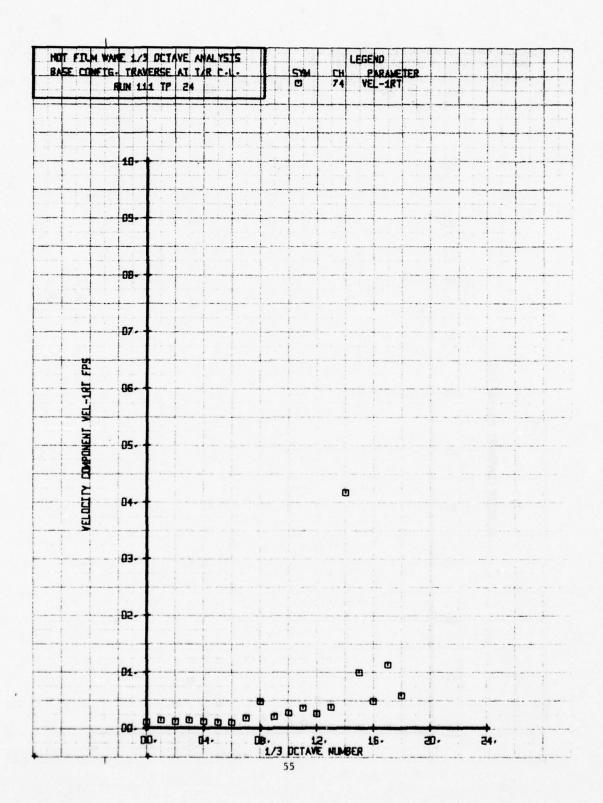


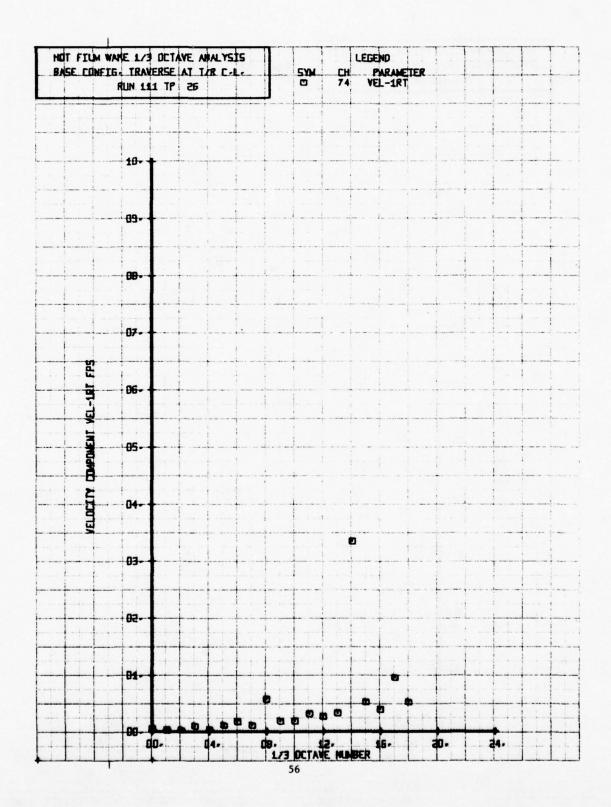


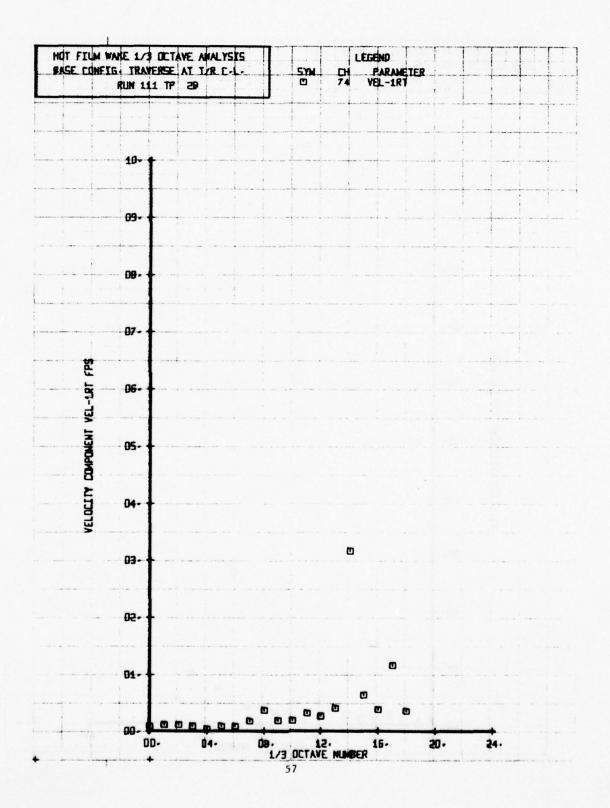
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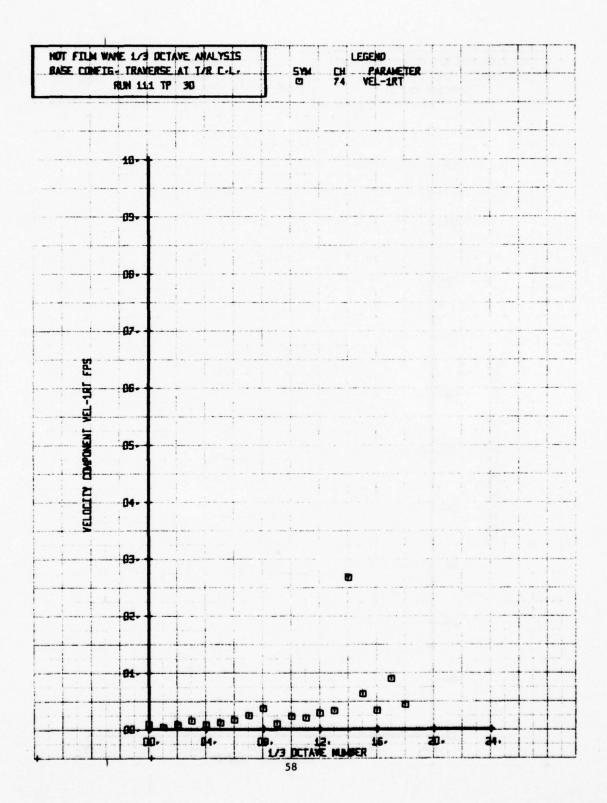


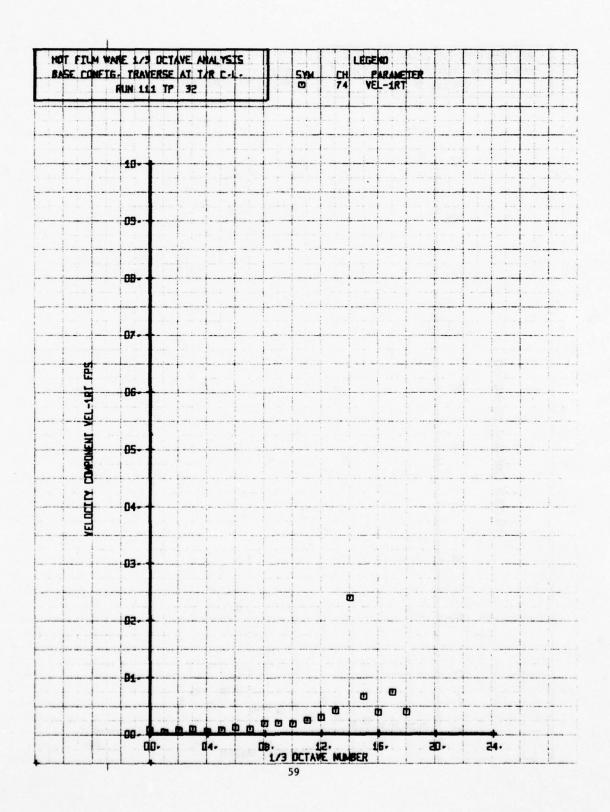


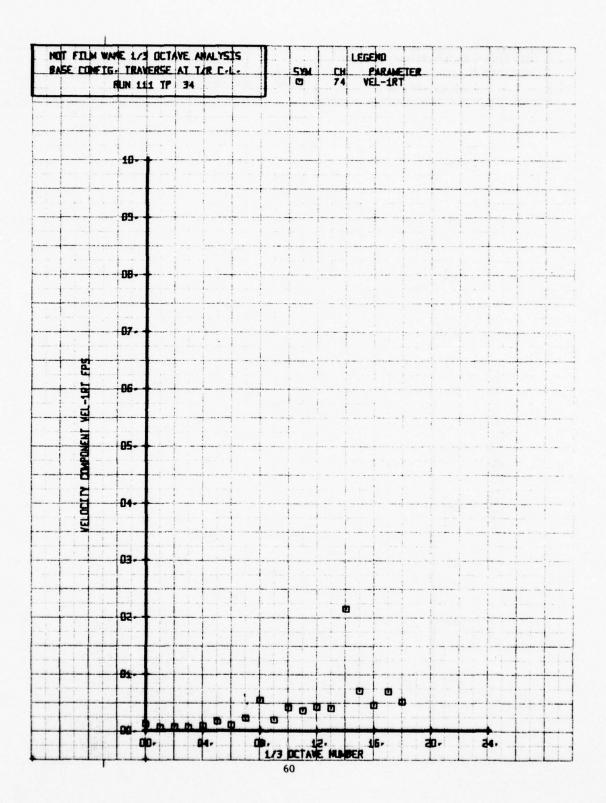


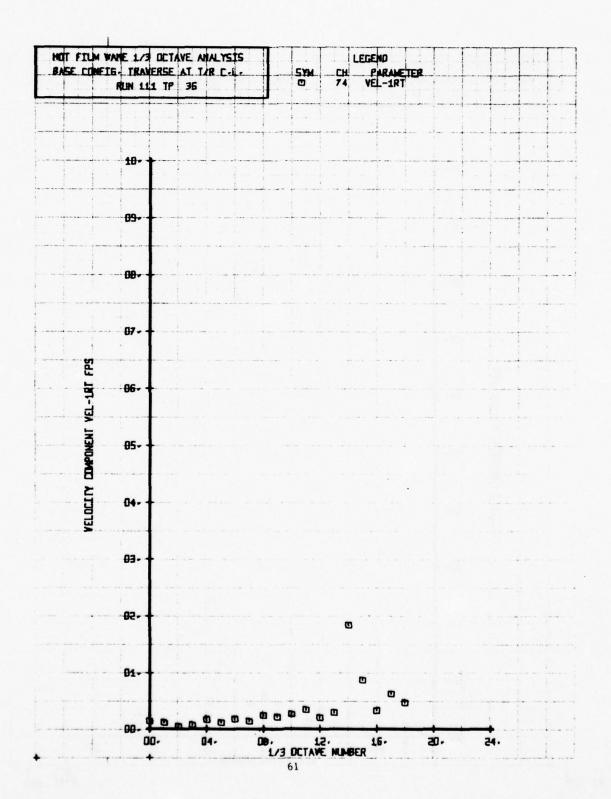


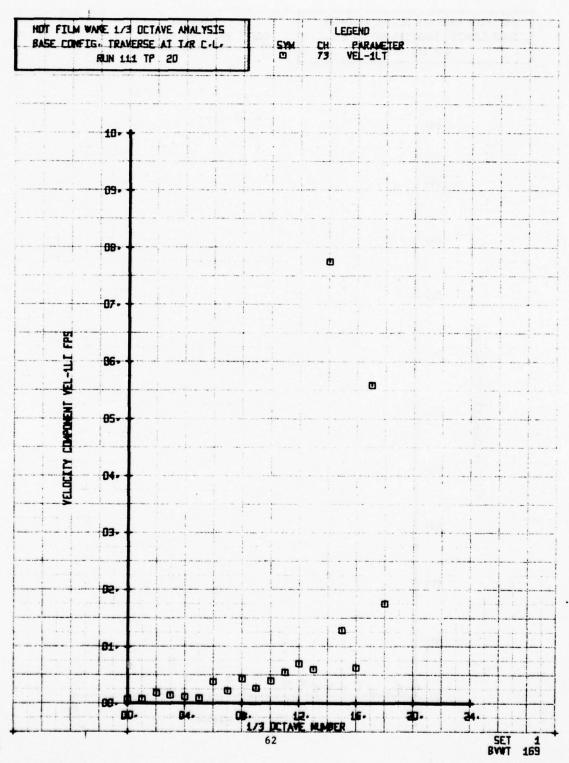


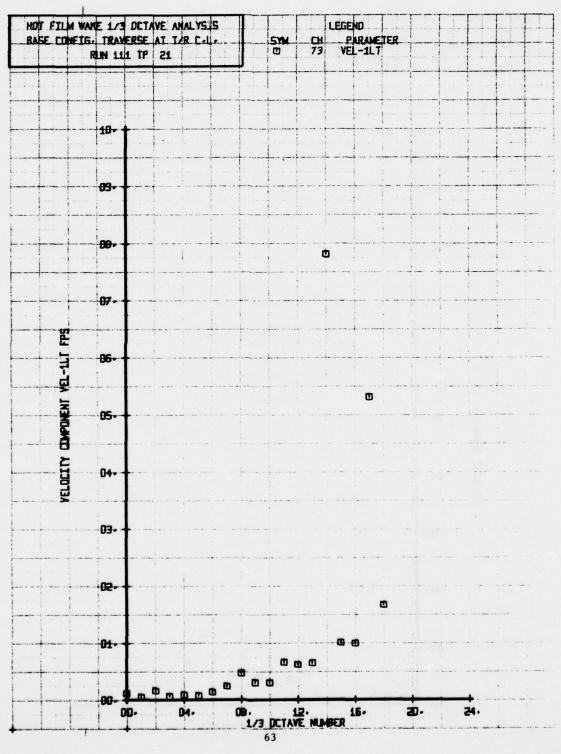




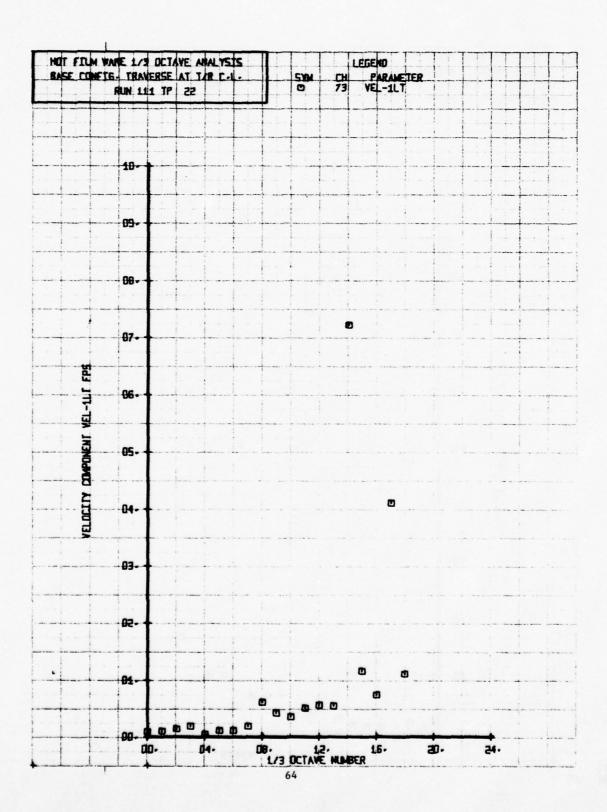


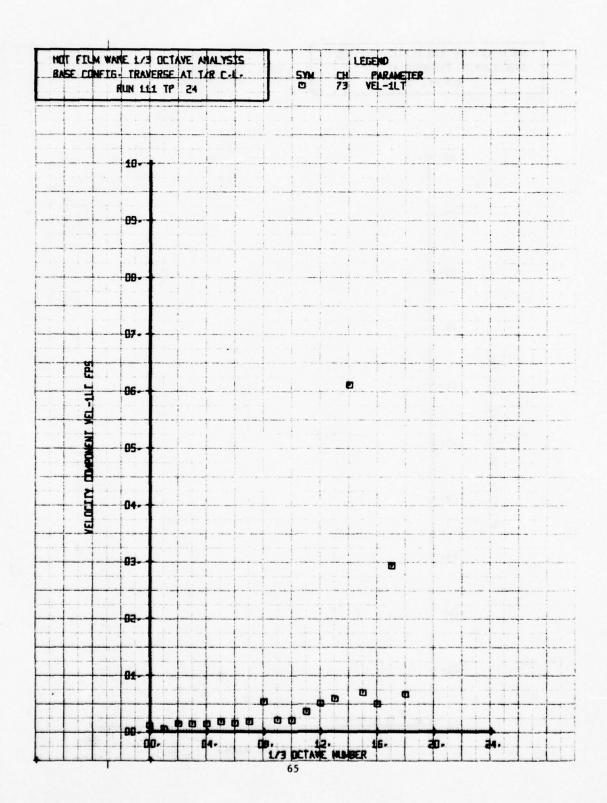


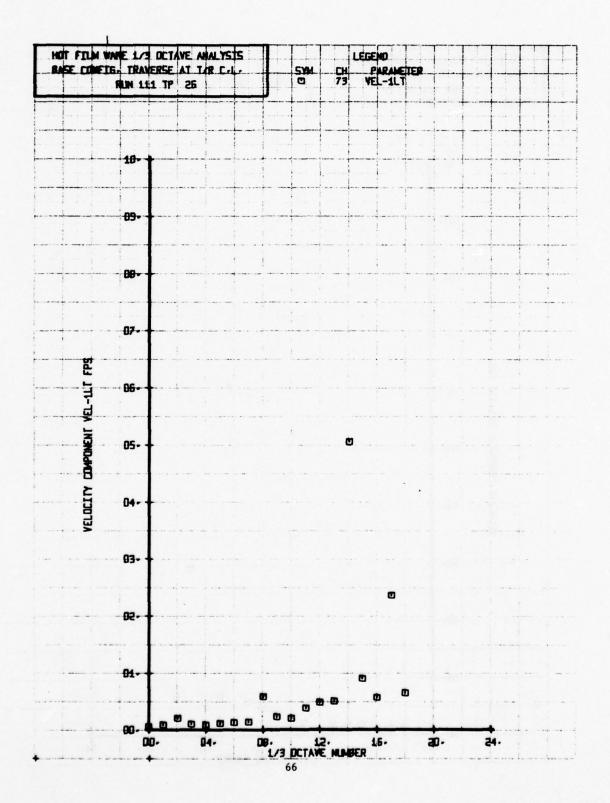


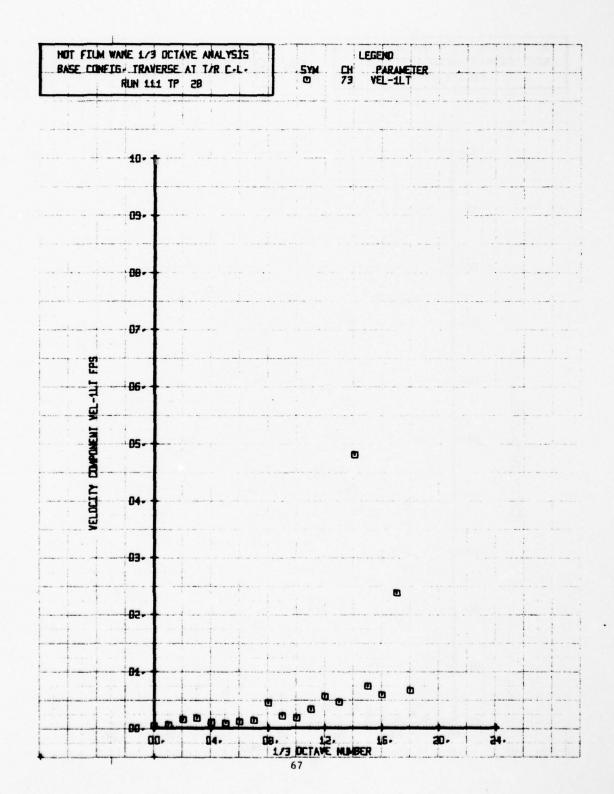


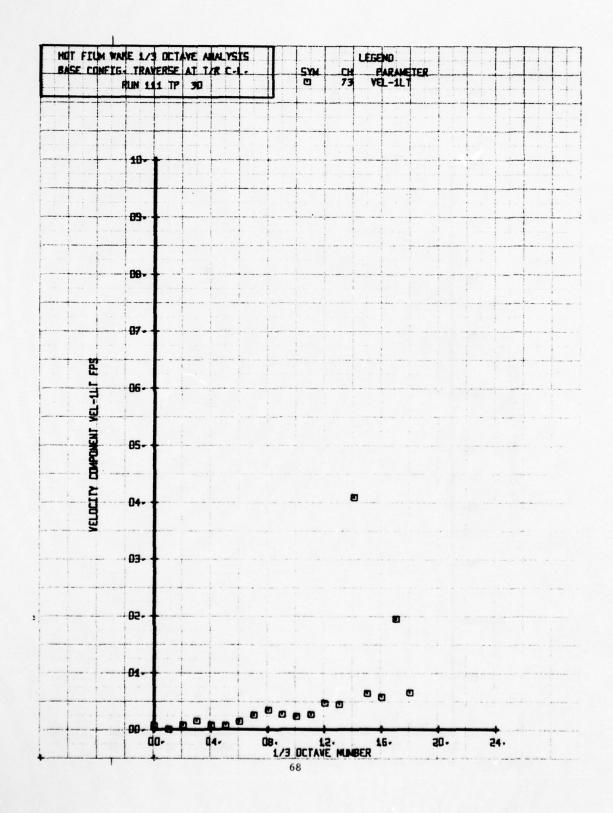
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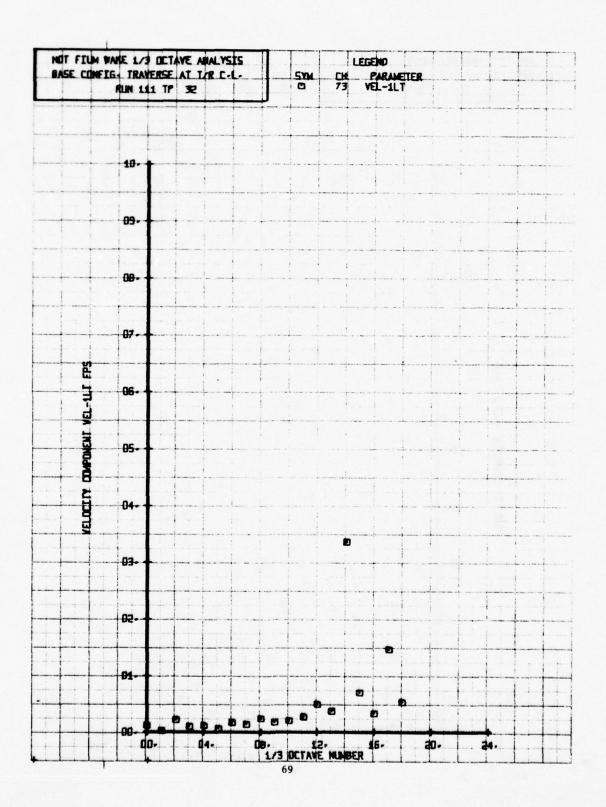


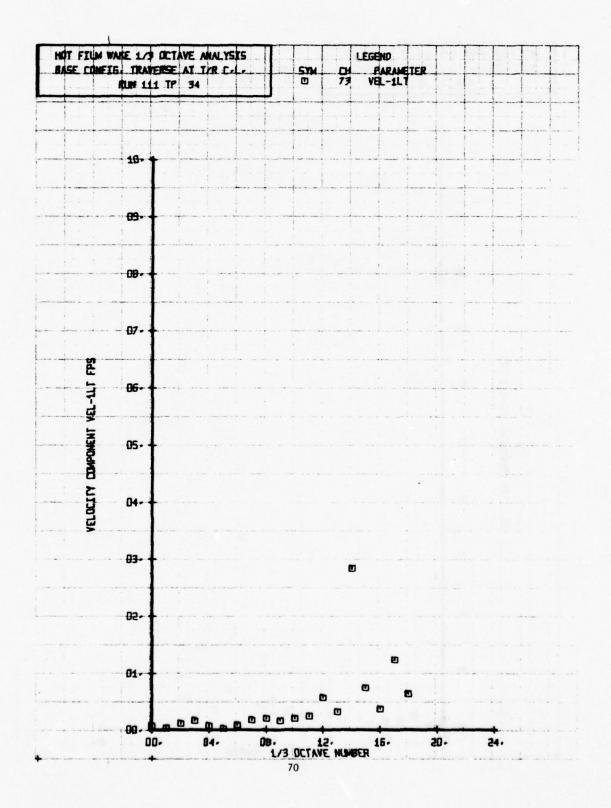


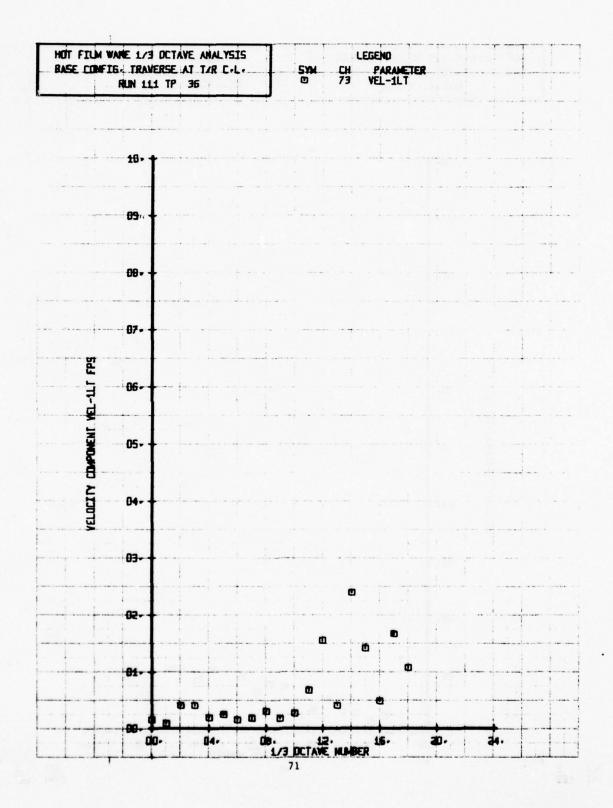


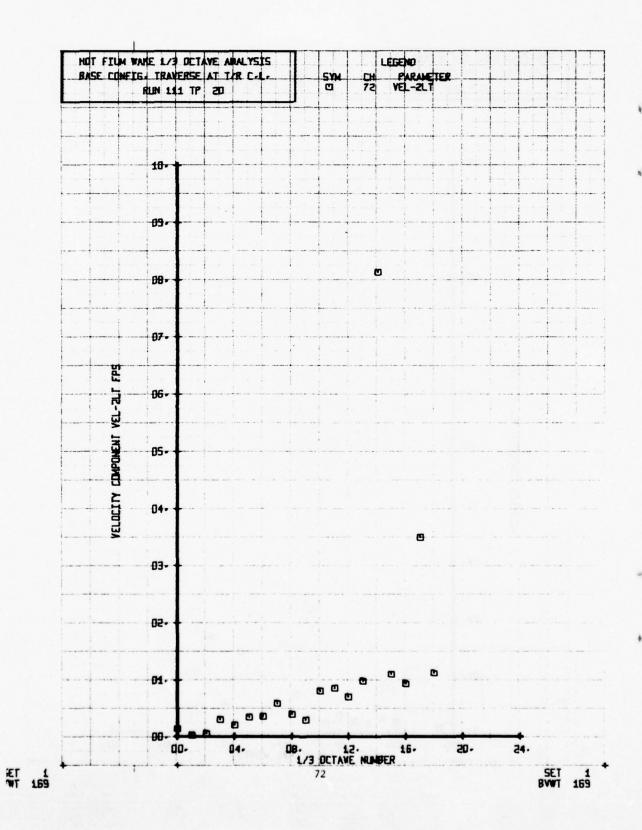


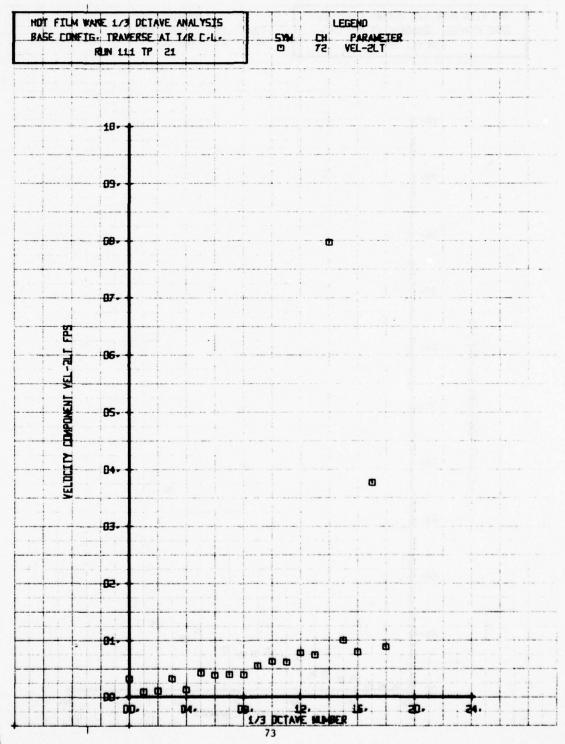




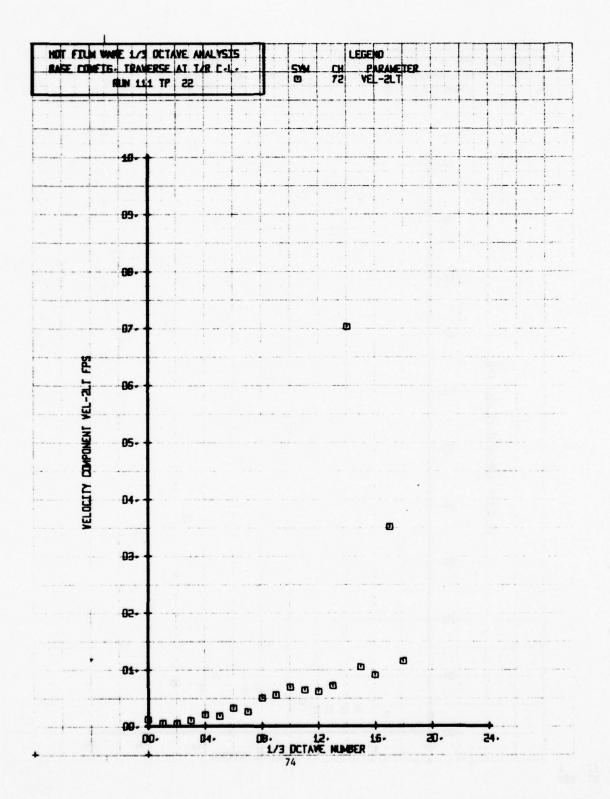


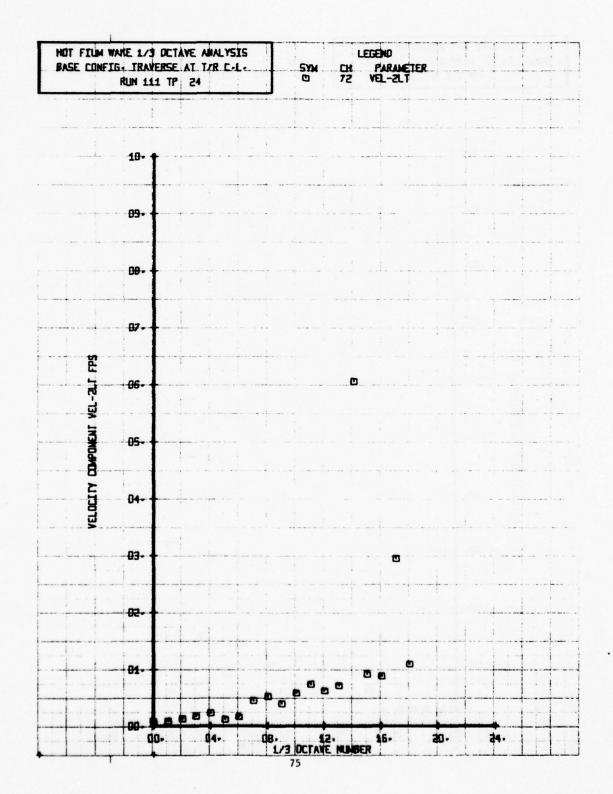


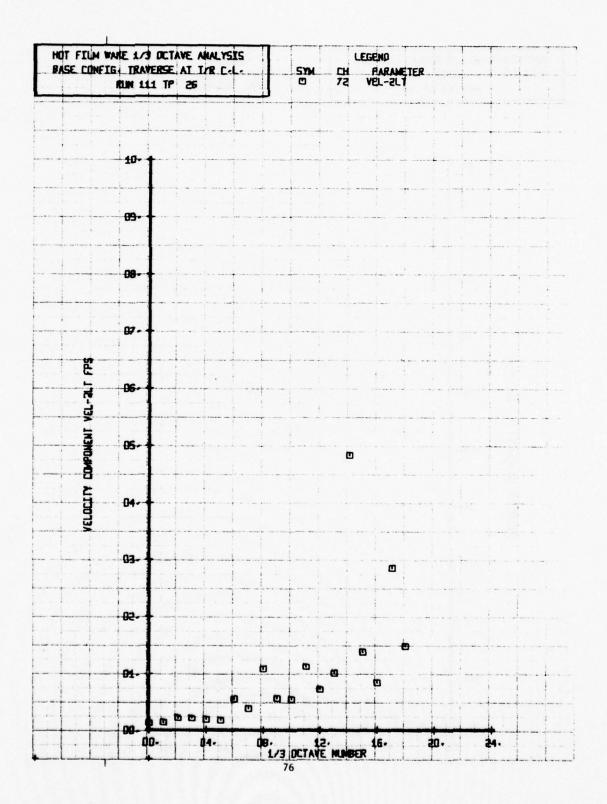


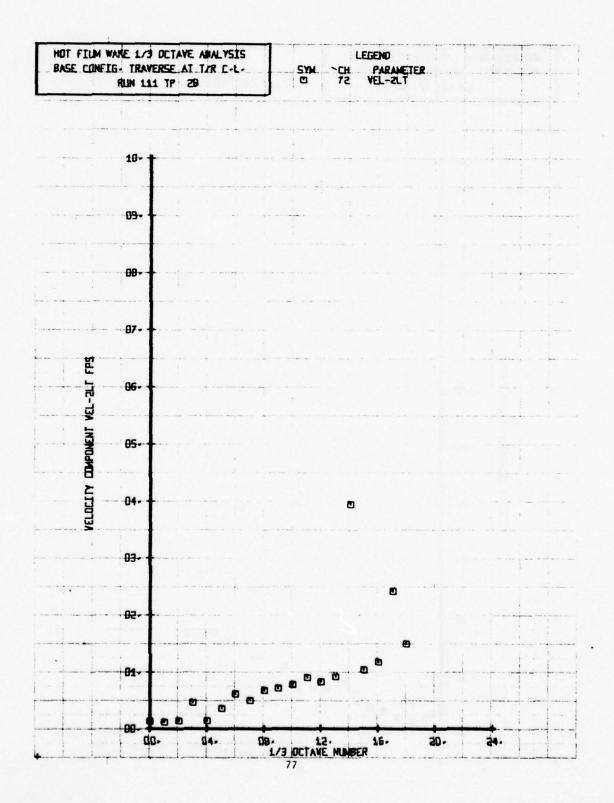


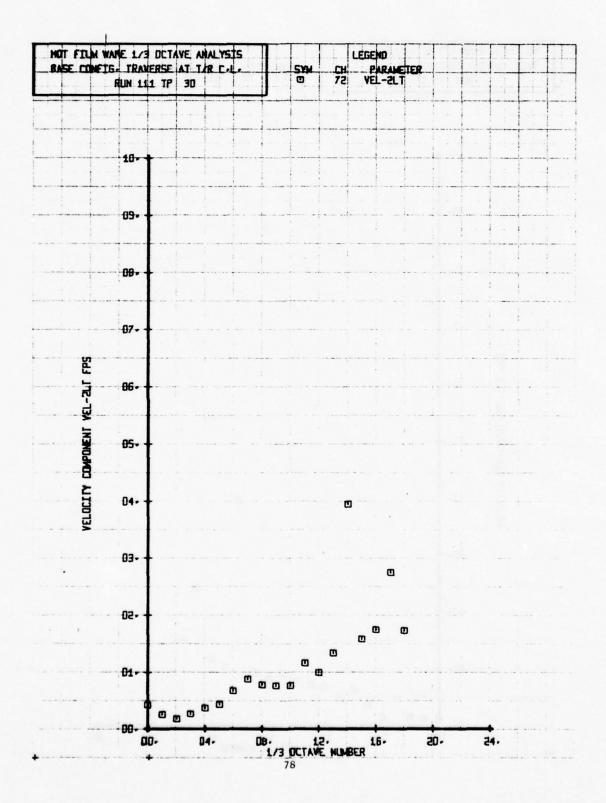
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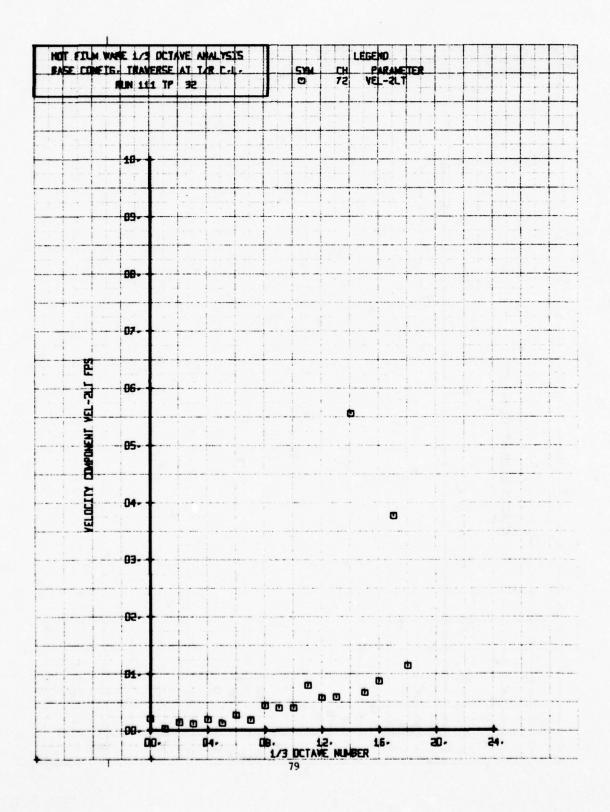


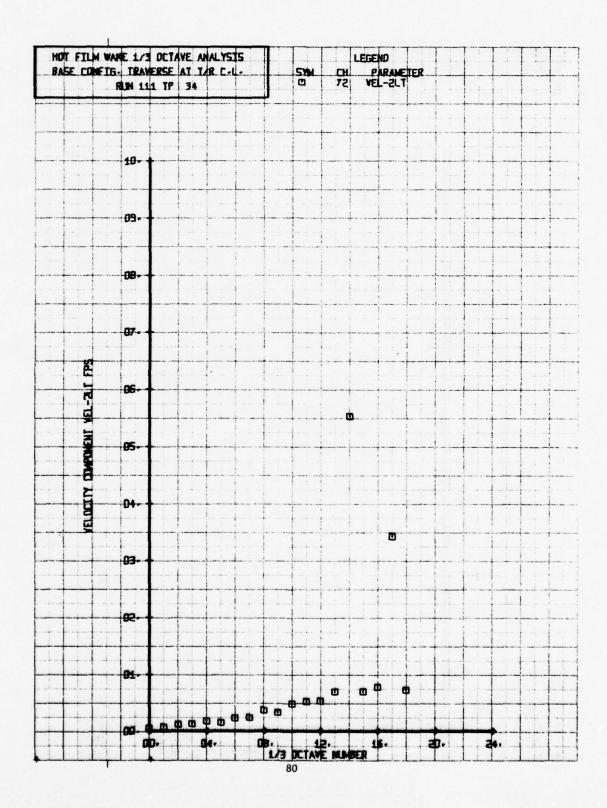


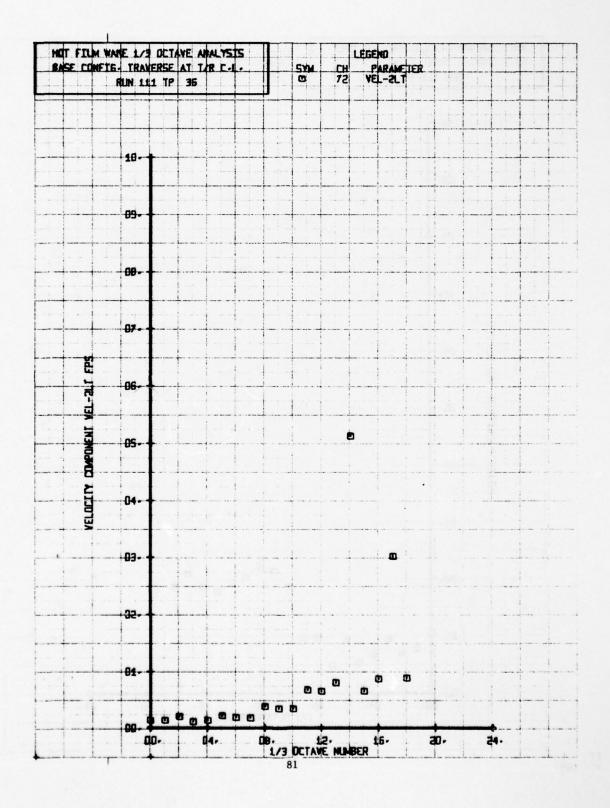


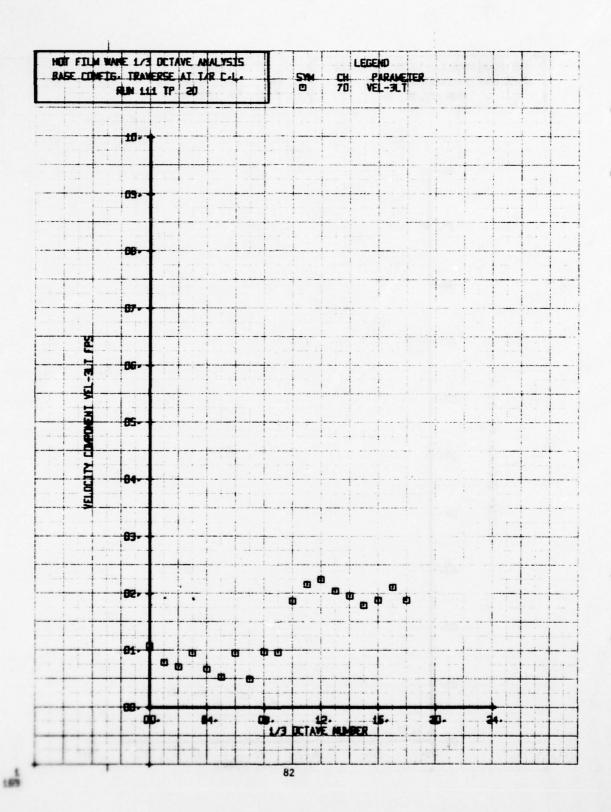


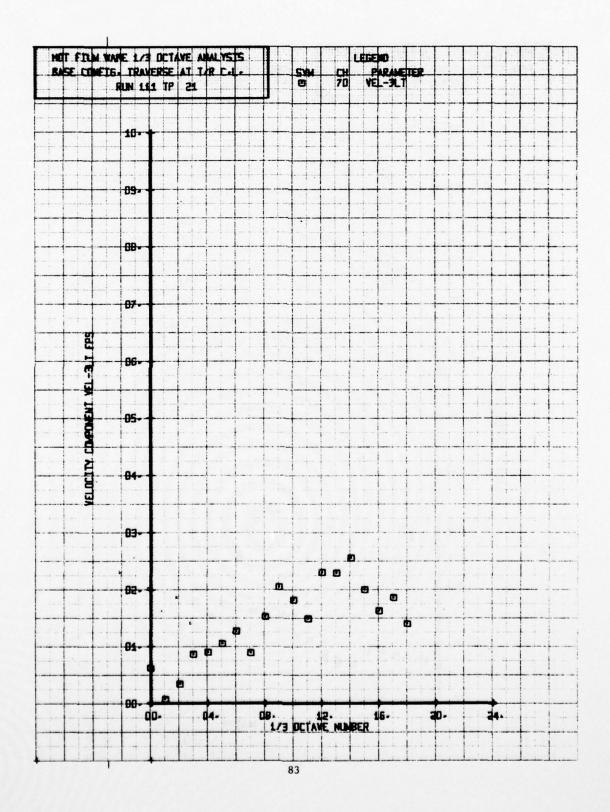


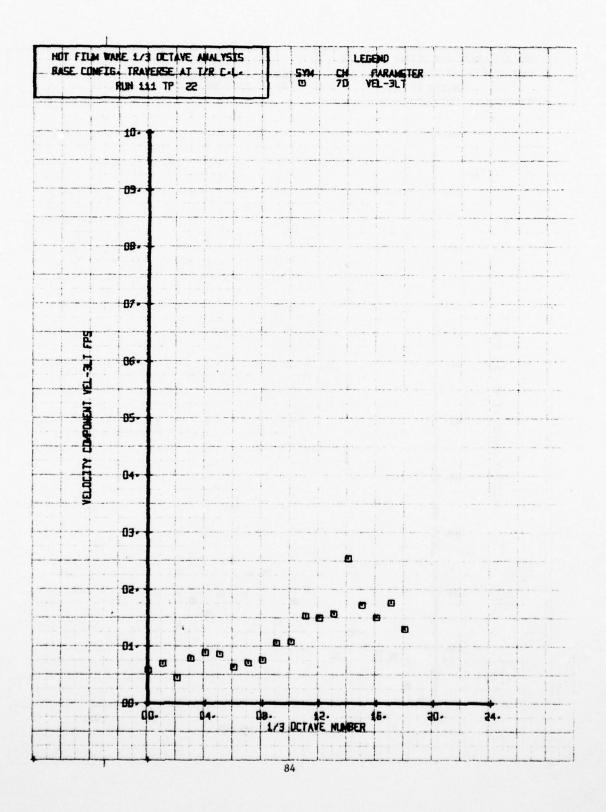


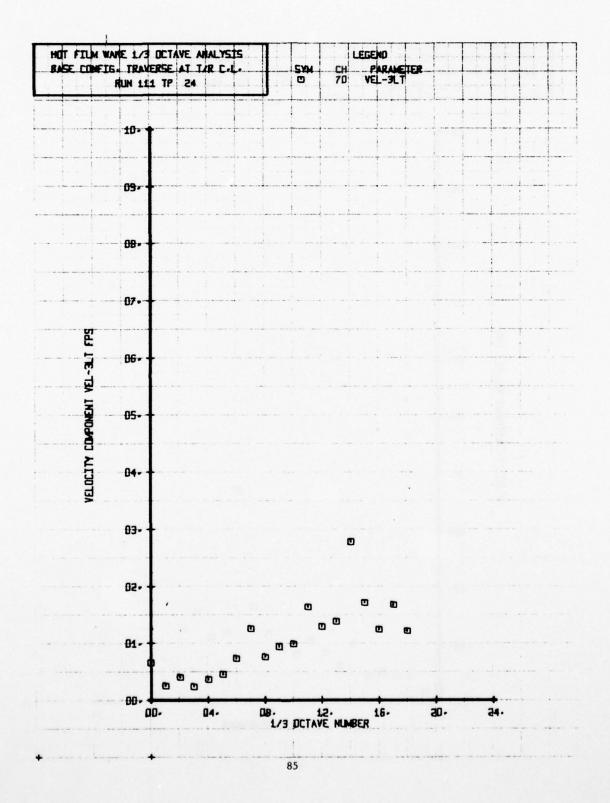


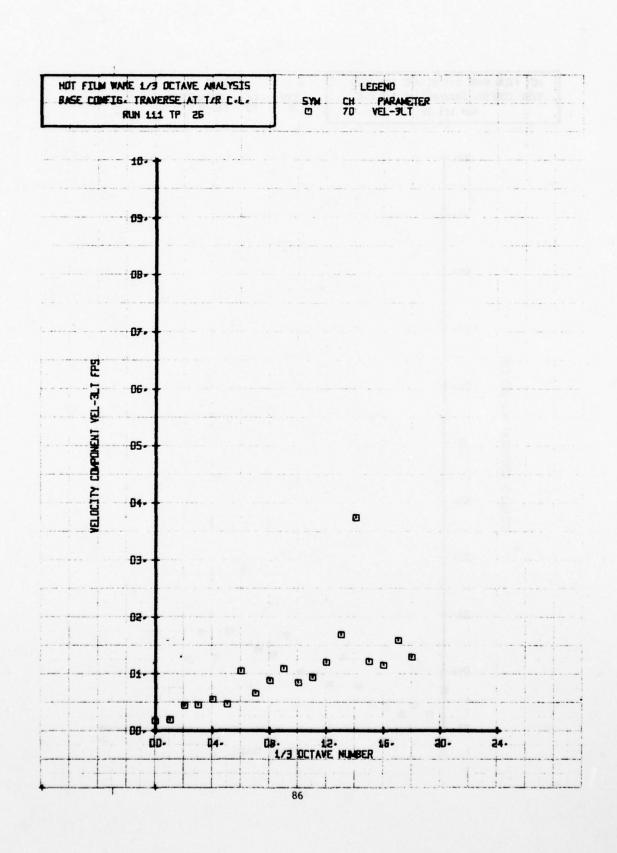


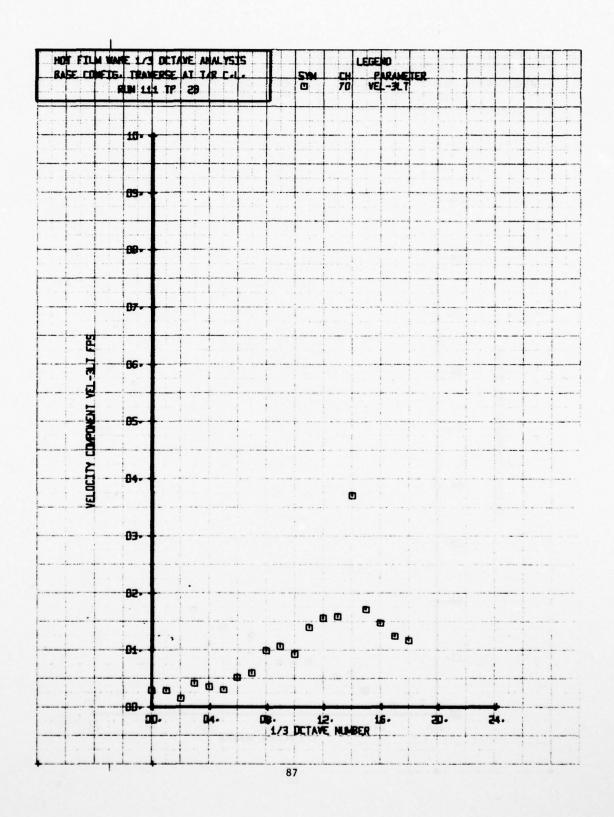


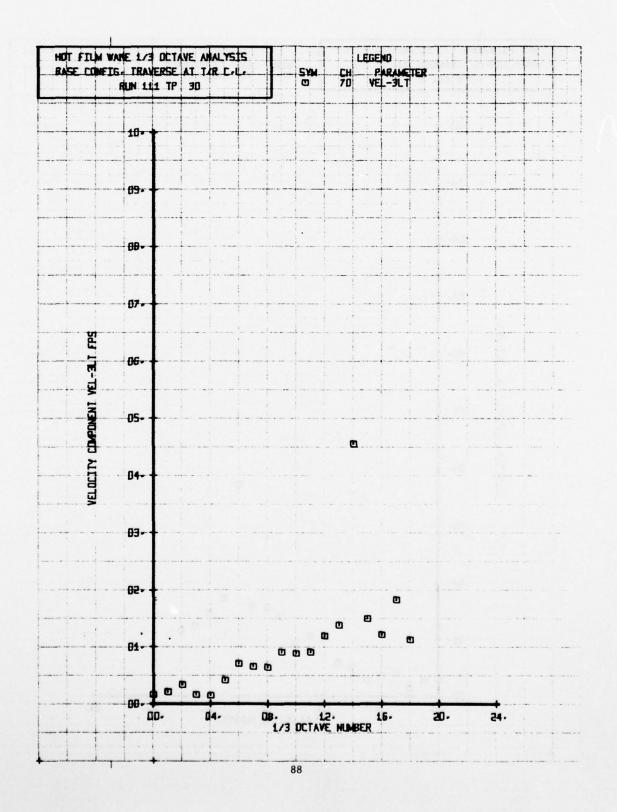


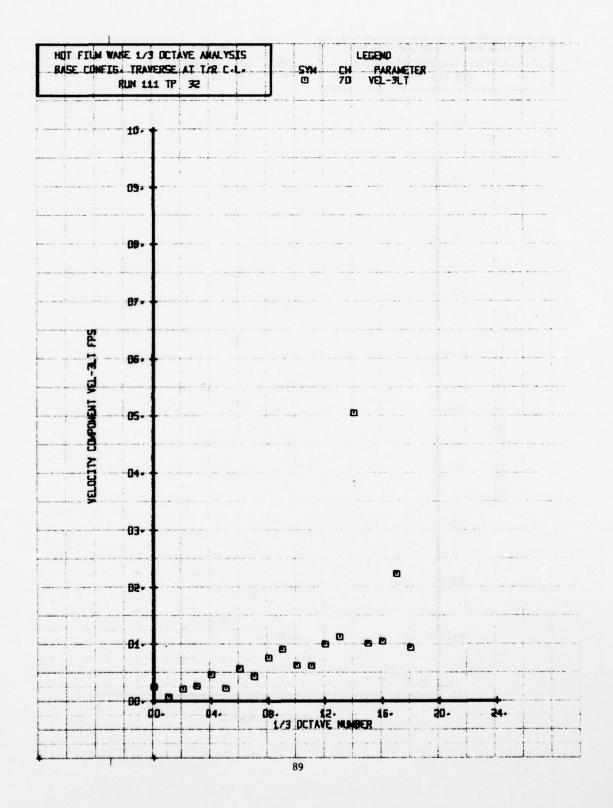


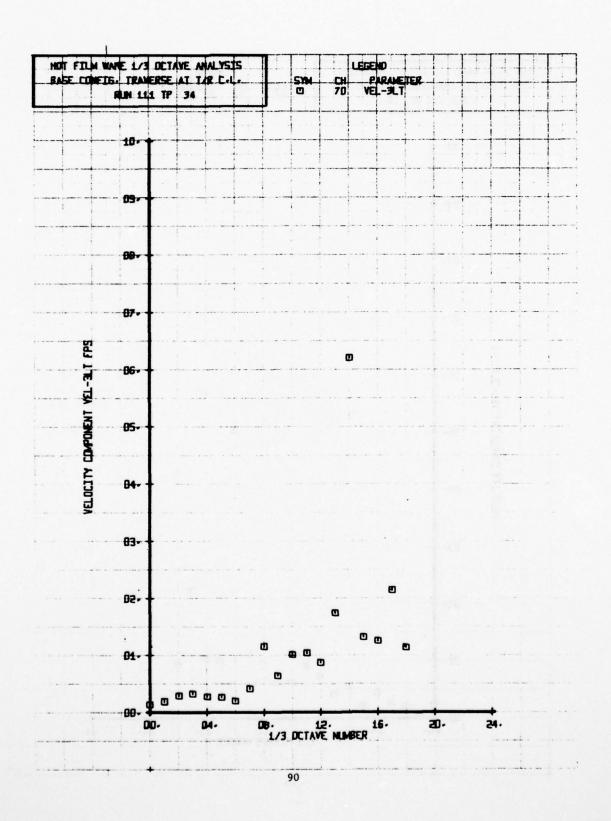


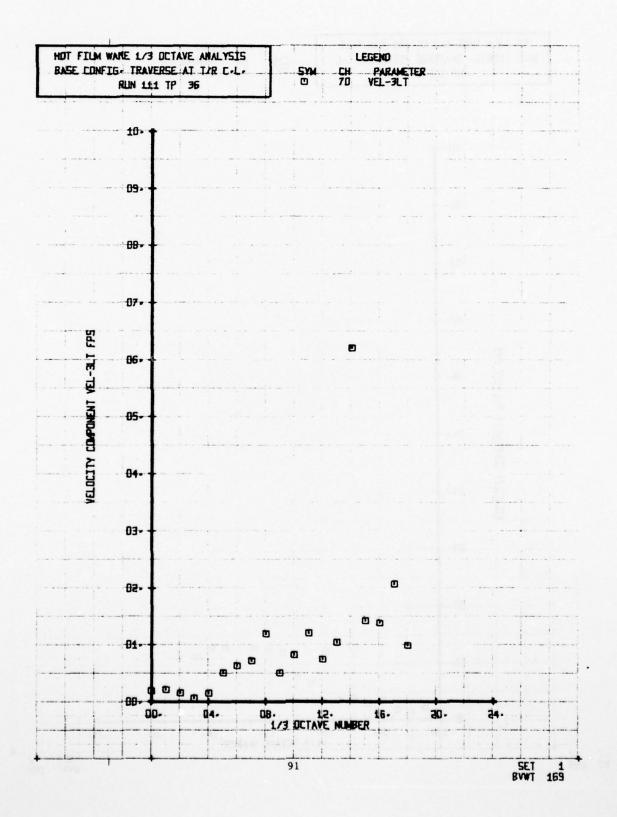


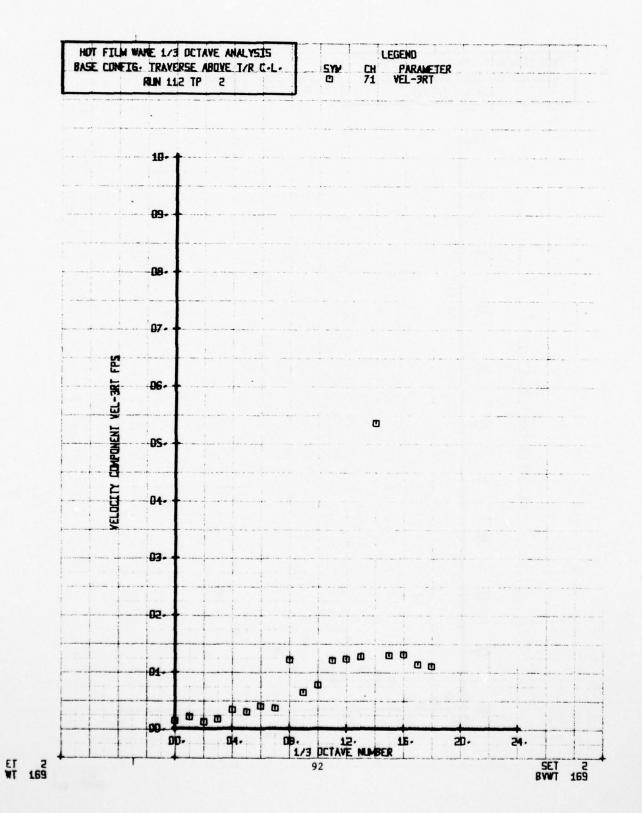


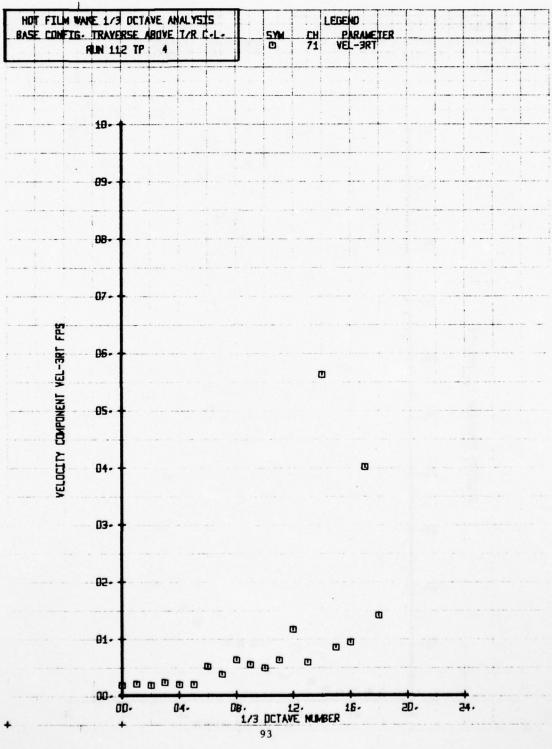










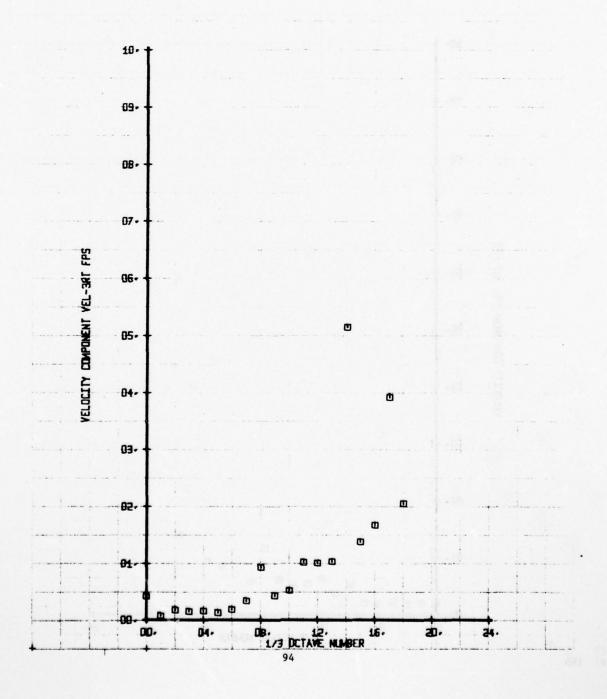


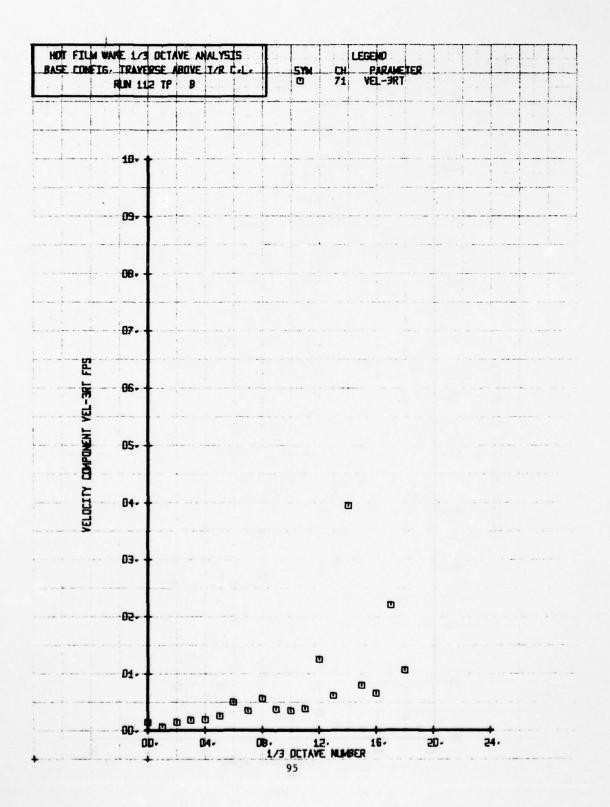
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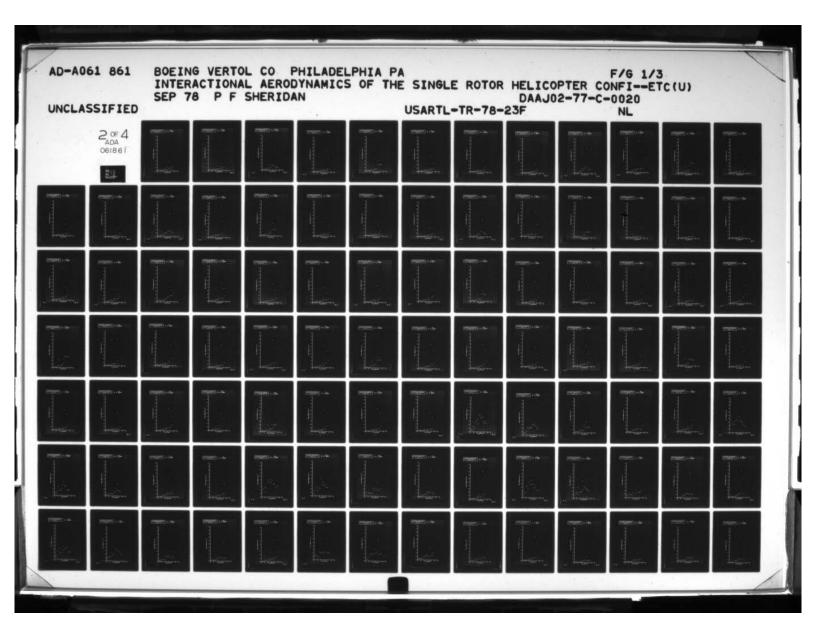
HOT FILM WAYE 1/3 DCTAVE ANALYSIS BASE CONFIG. TRAVERSE ABOVE T/R C.L. RUN 112 TP 6

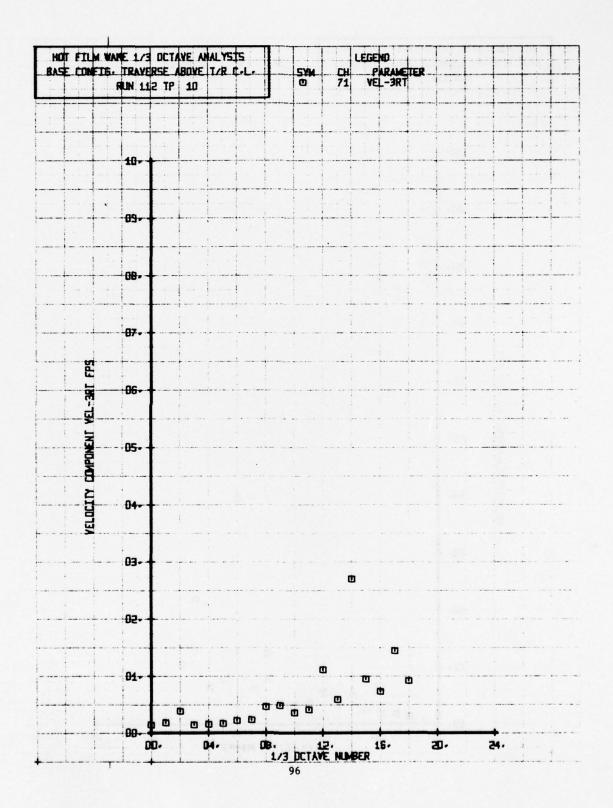
SYM

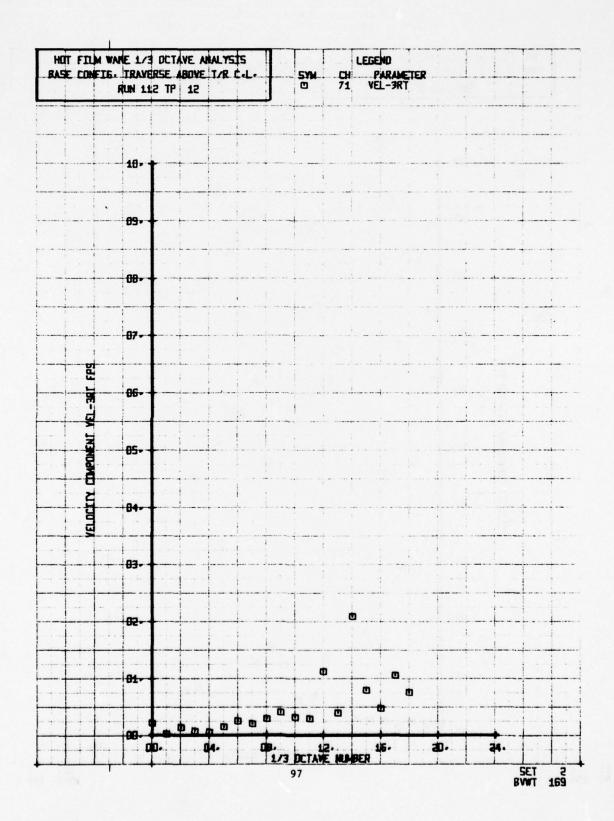
LEGEND
CH PARAMETER
71 VEL-9RT

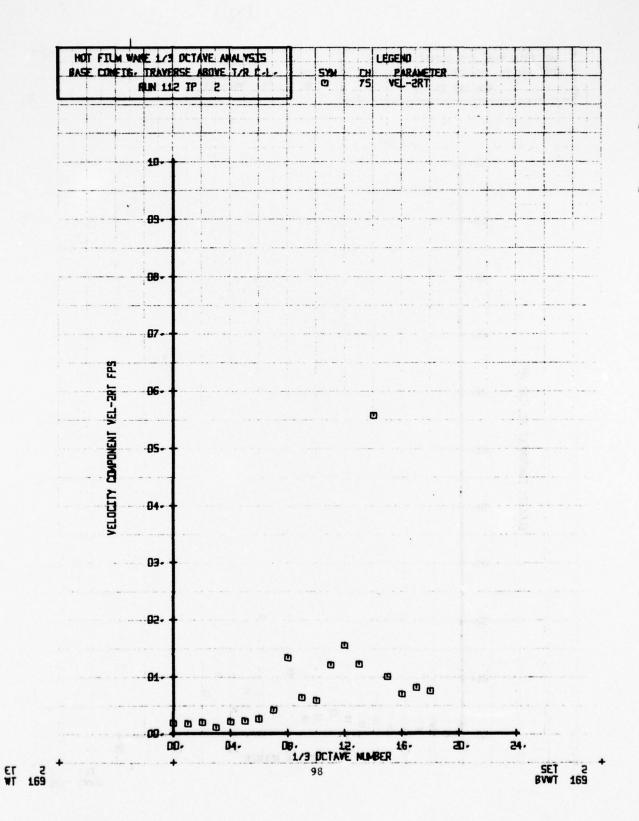








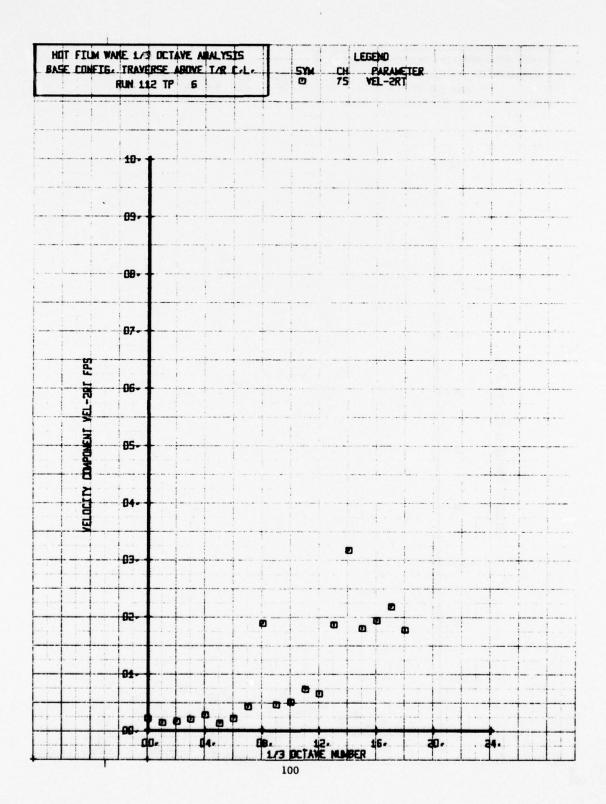




HOT FILM WANE 1/3 DETAVE ANALYSIS LEGEND BASE CONFIG. TRAVERSE ABOVE T/R C.L. PARAMETER VEL-2RT 5**YM** RUN 112 TP 10. 89. 08. 07 - VELOCITY COMPONENT VEL-20T FPS 86-05-84-03-05-81-30.

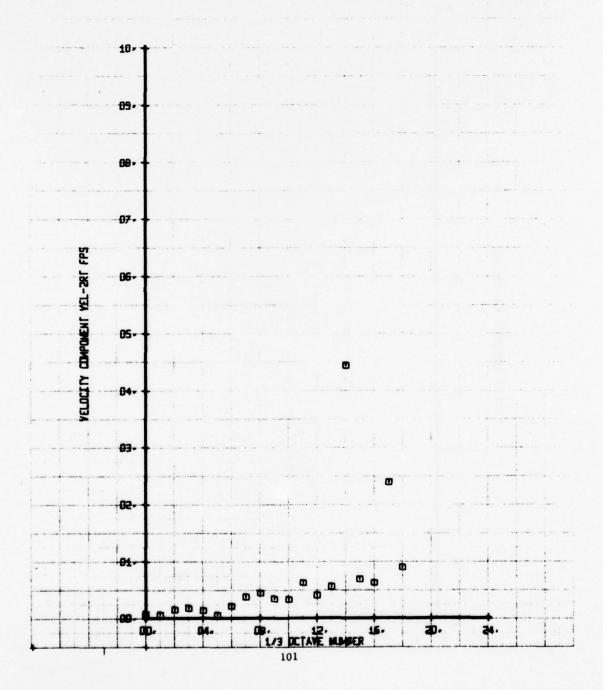
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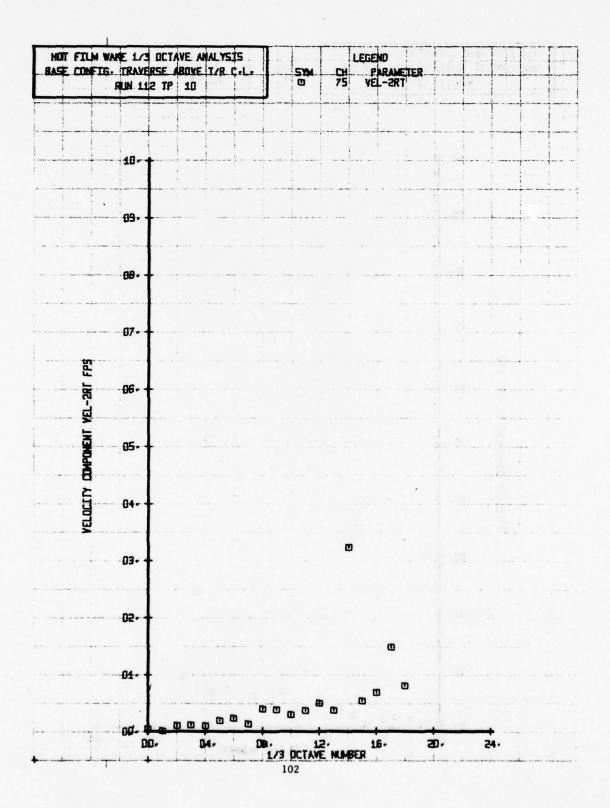
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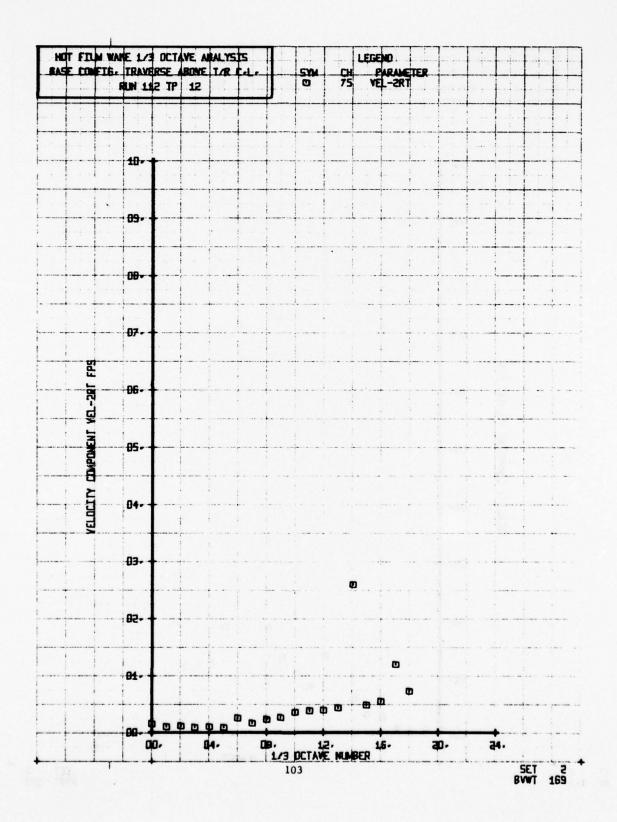


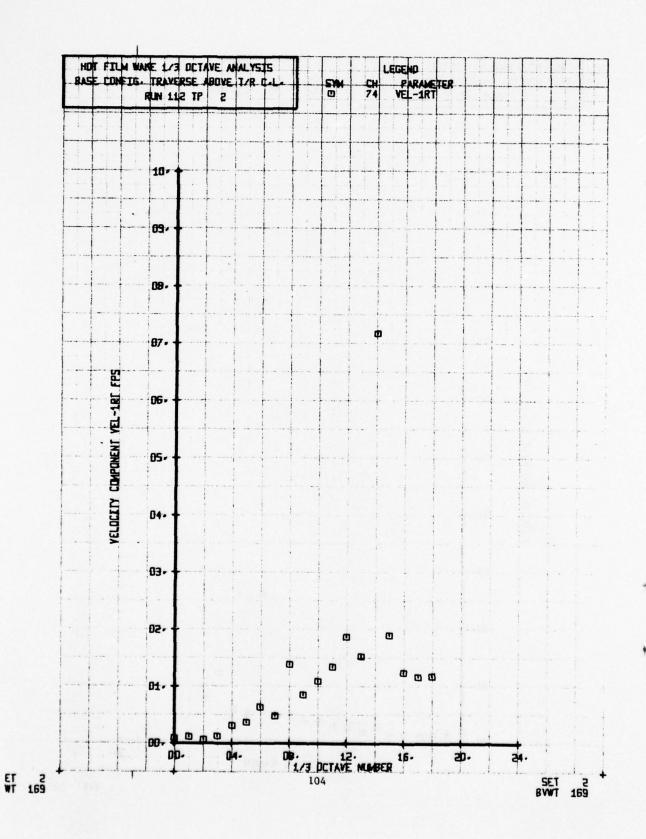
HOT FILM WAVE 1/3 DCTAVE ANALYSIS
BASE CONFIG. TRAVERSE ABOVE T/R C.L.
RUN 112 TP B

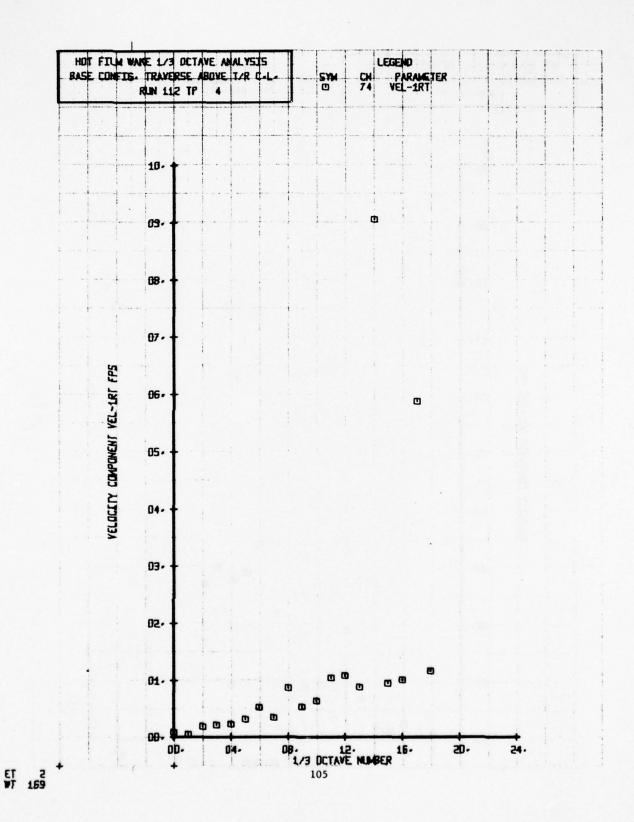
LEGEND SYM CH PARAMETER CD 75 VEL-2RT

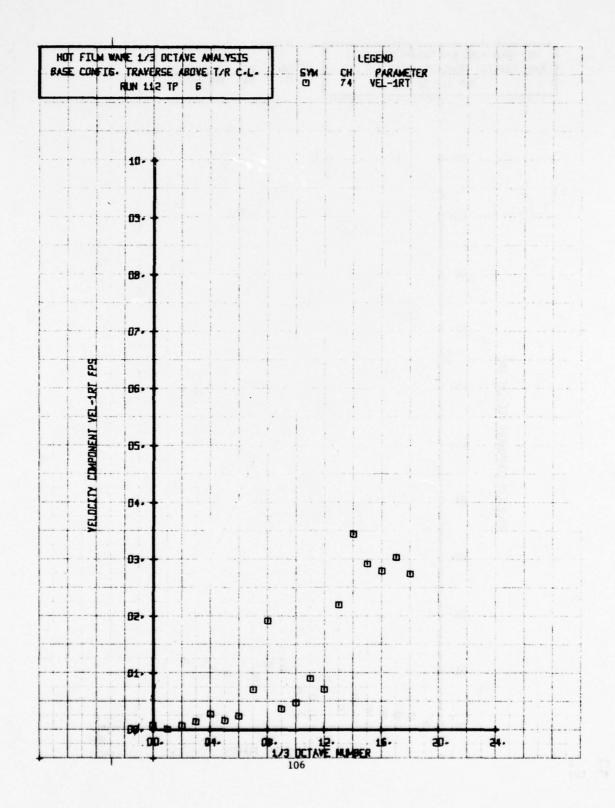


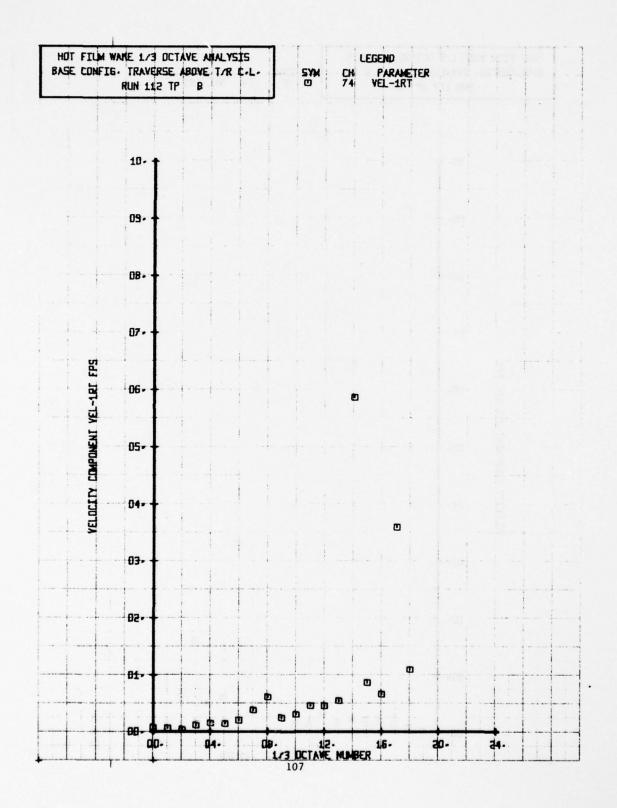


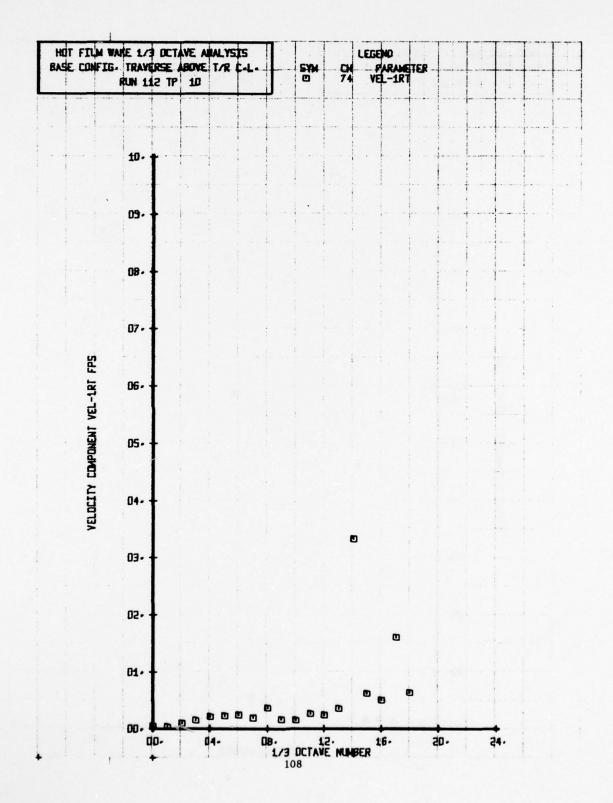


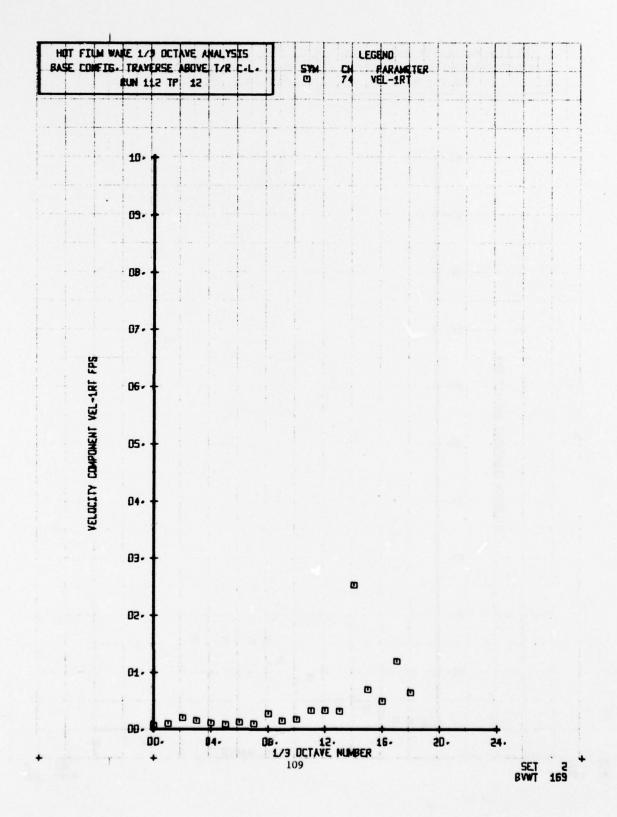


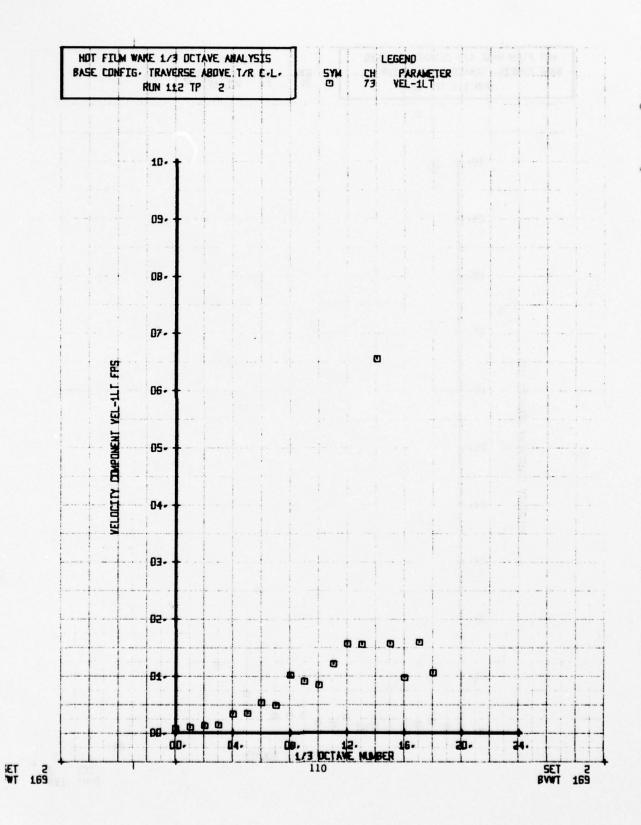


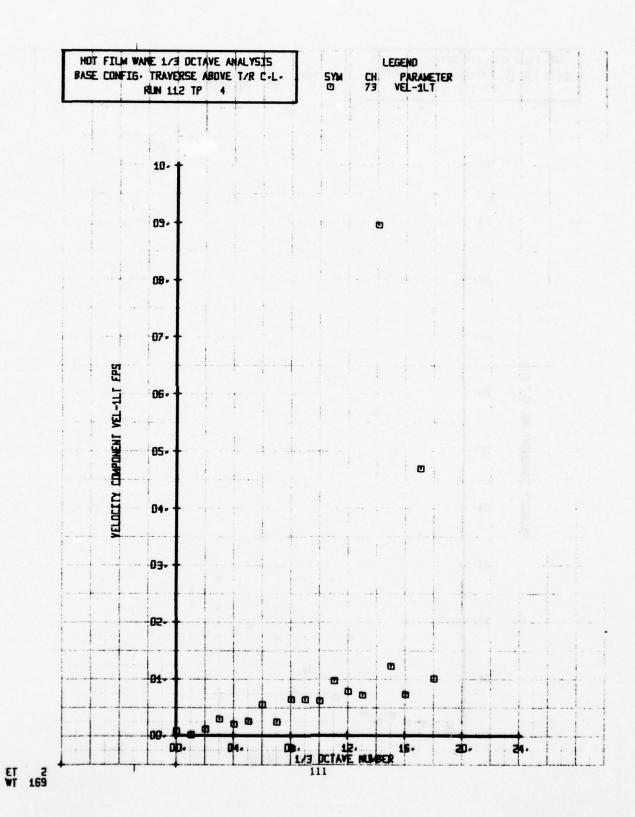


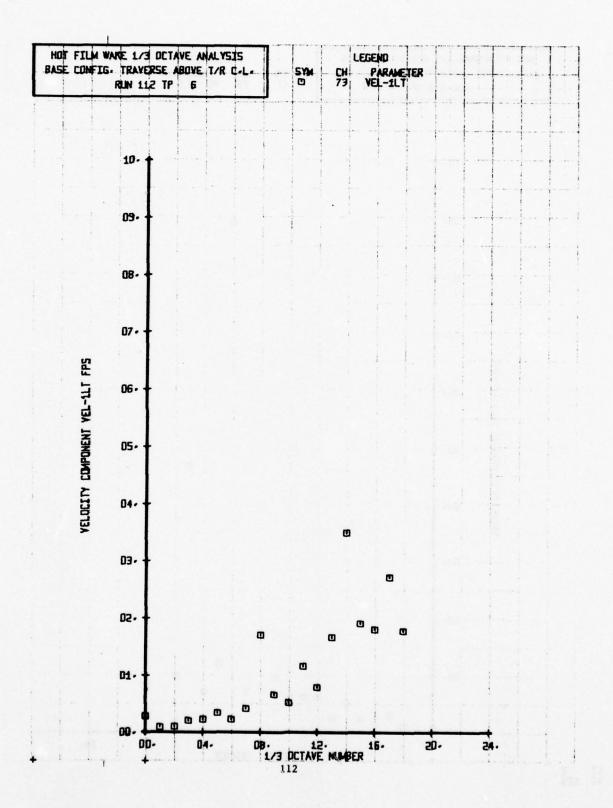


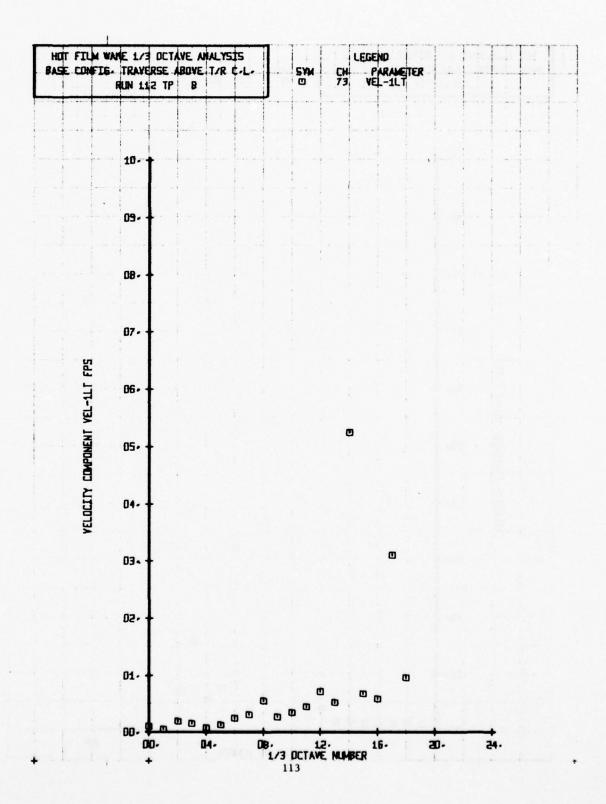


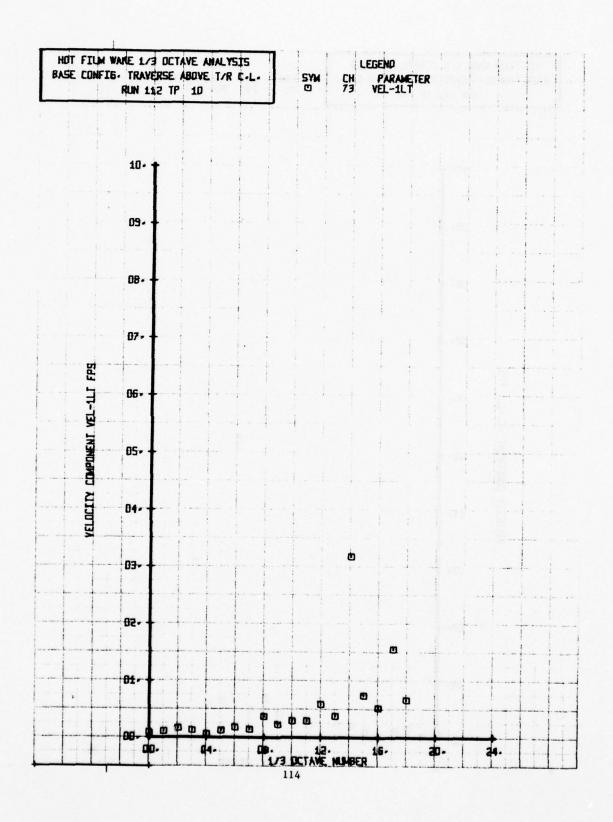


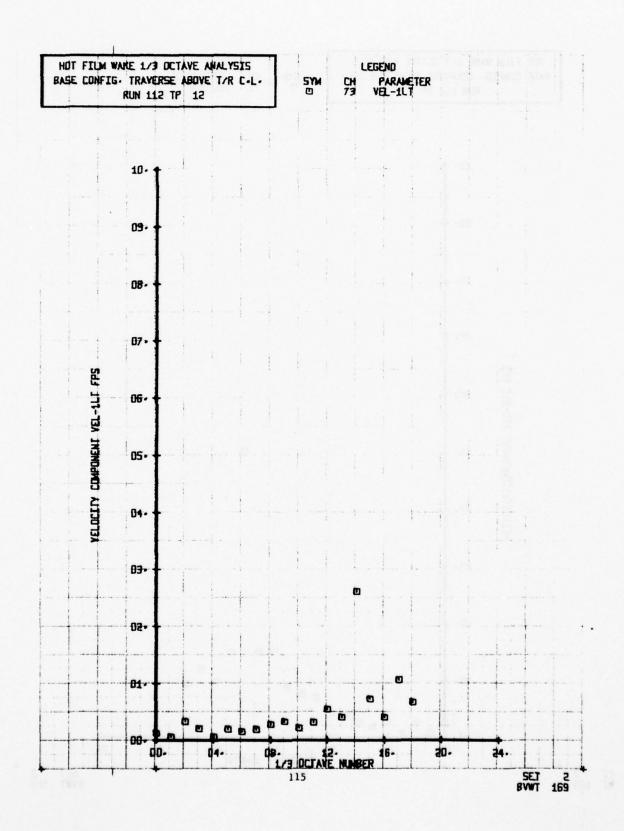


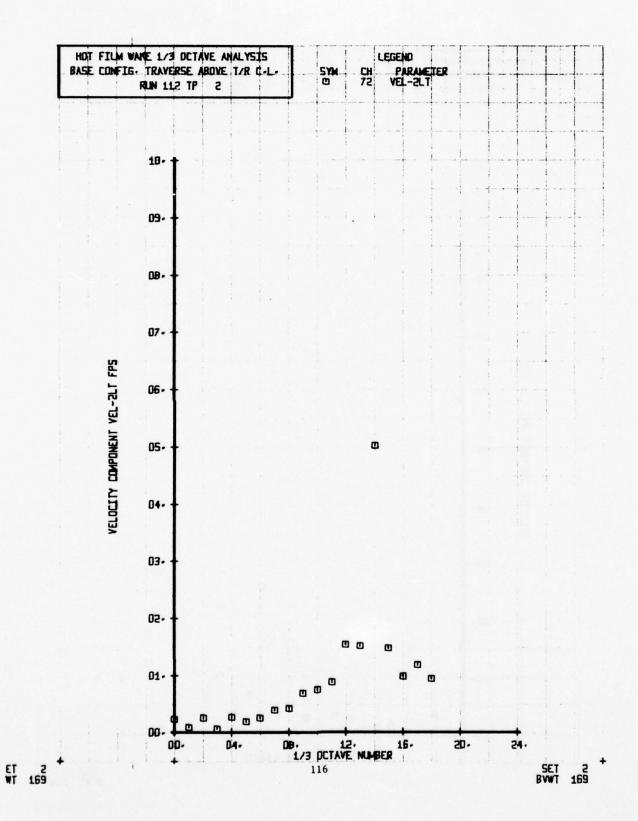


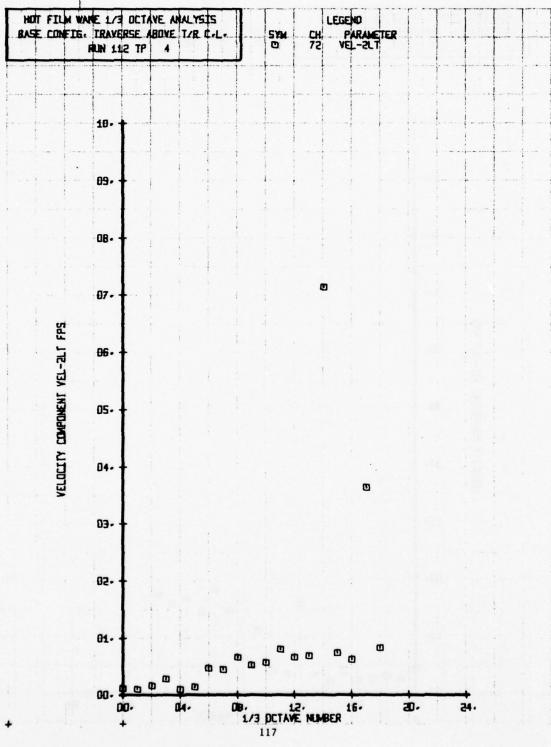




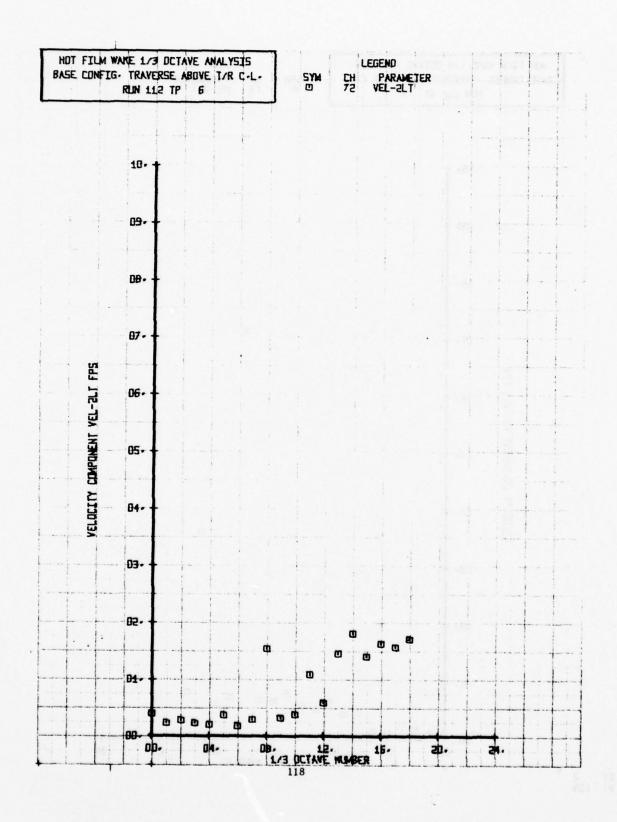


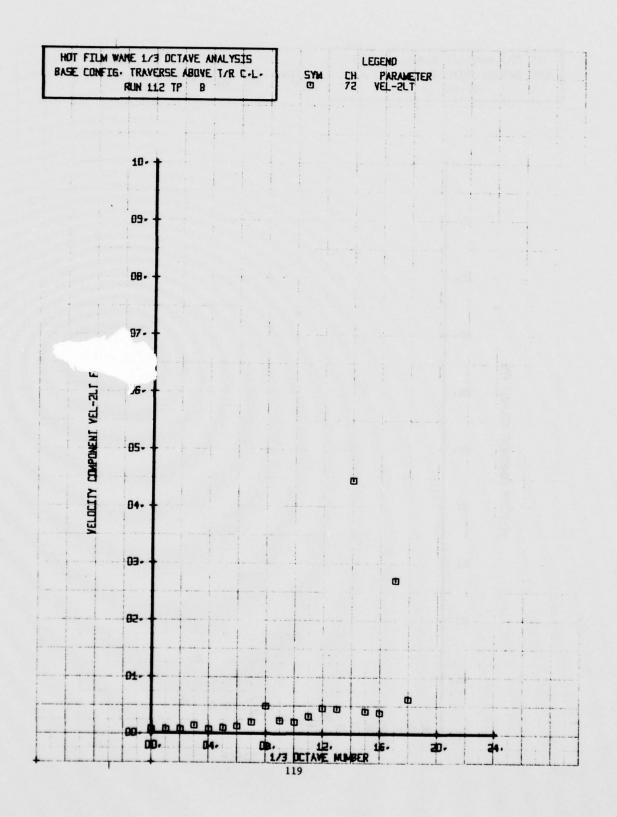


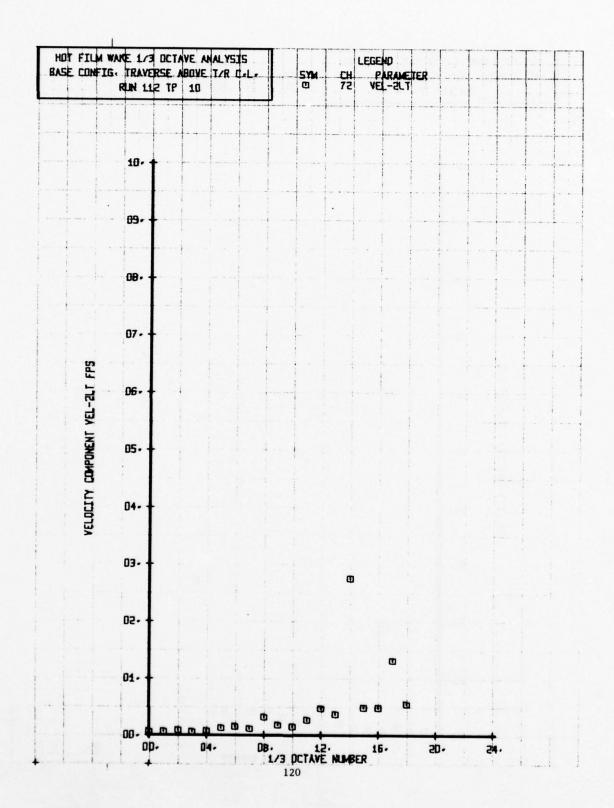


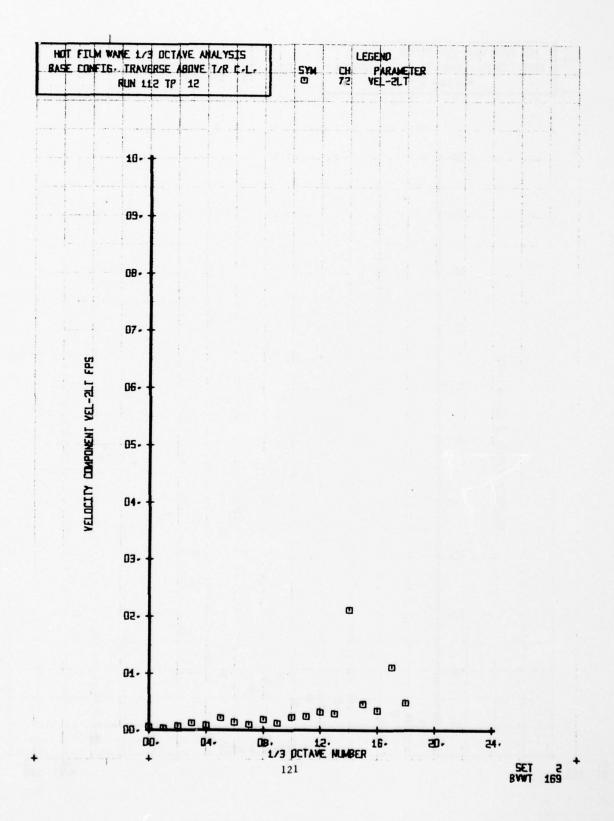


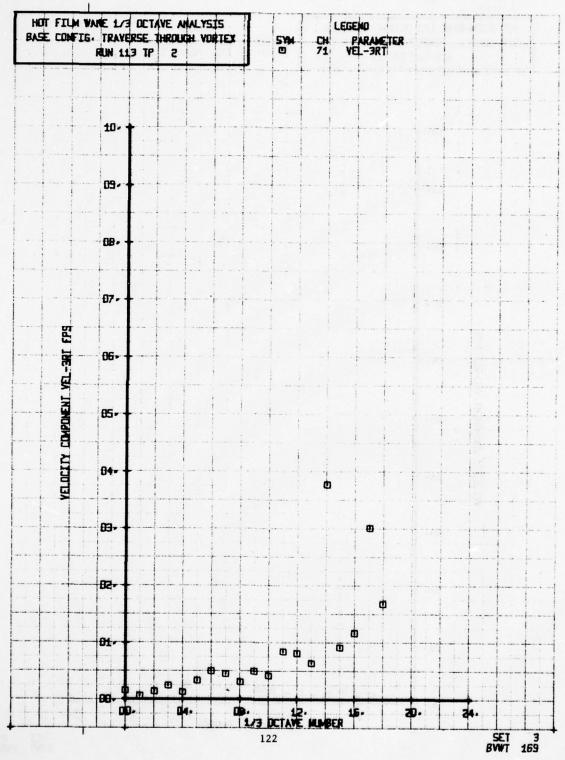
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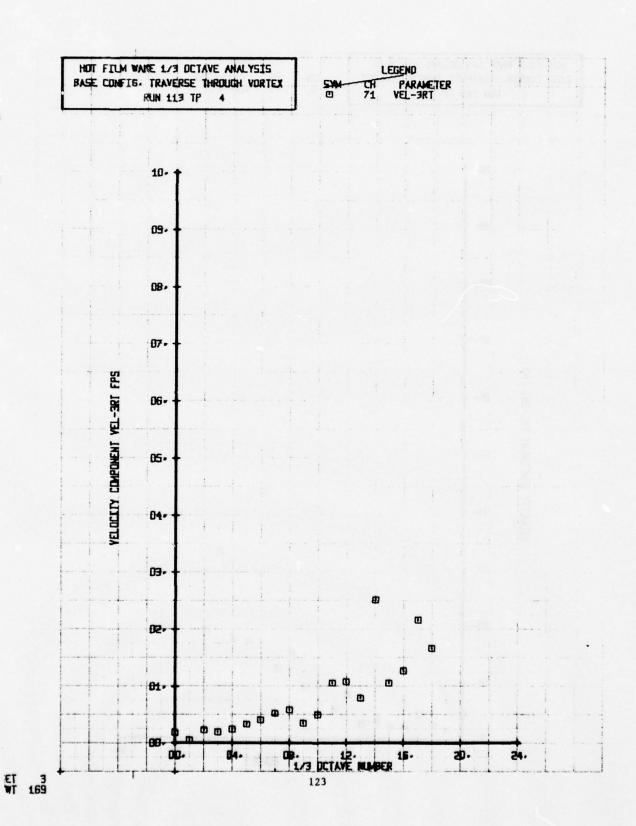


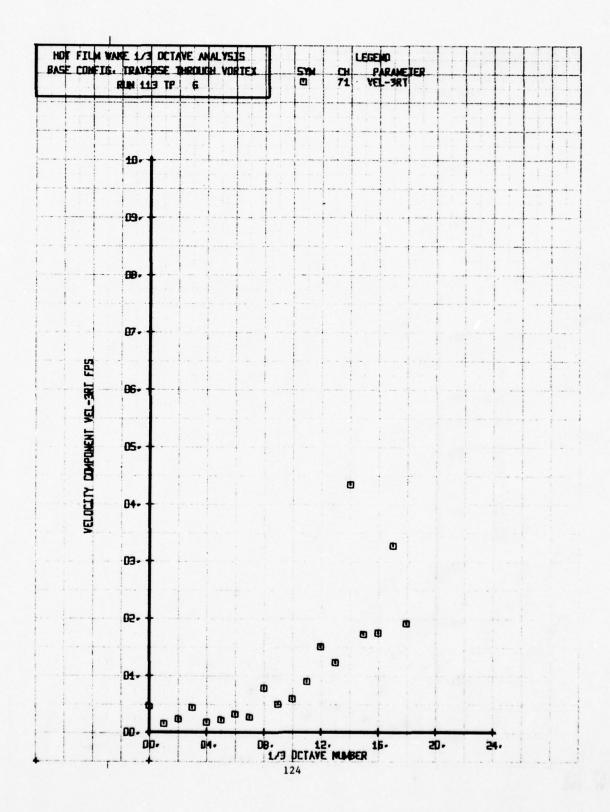


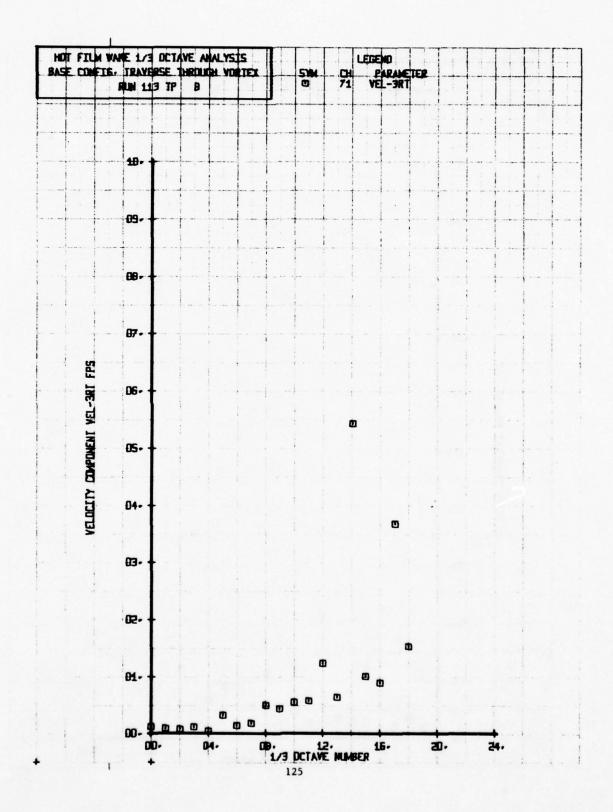


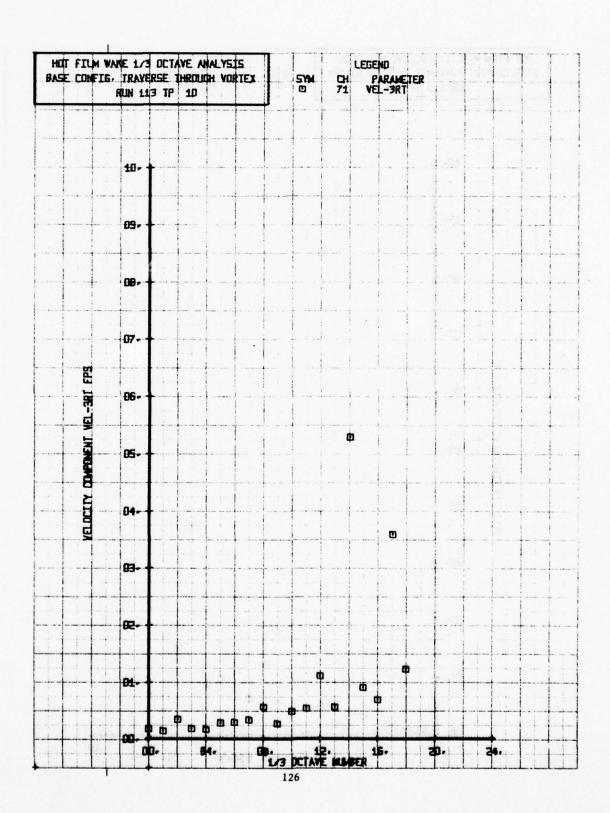
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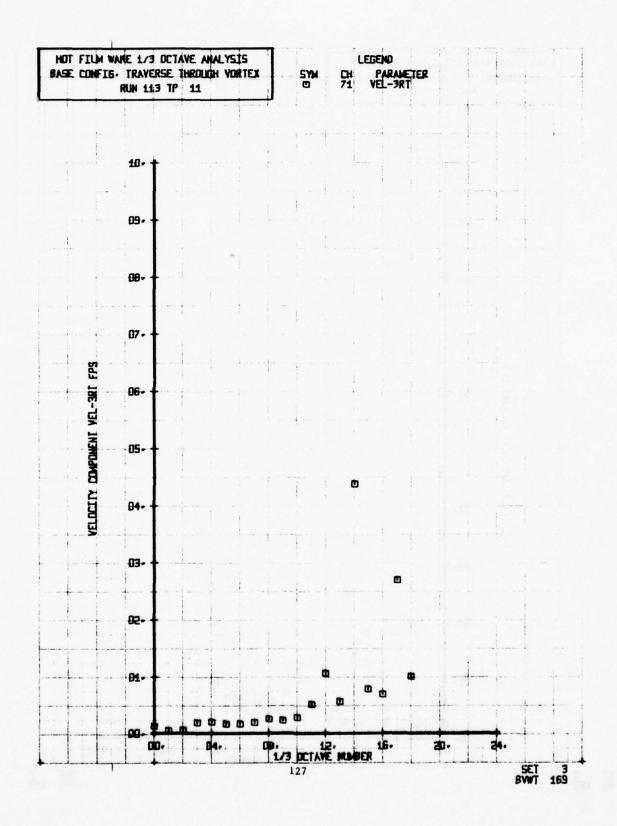
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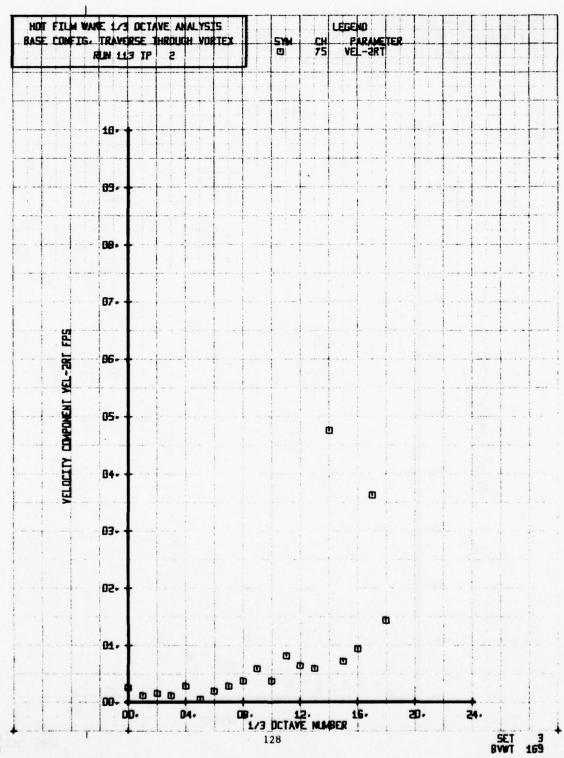




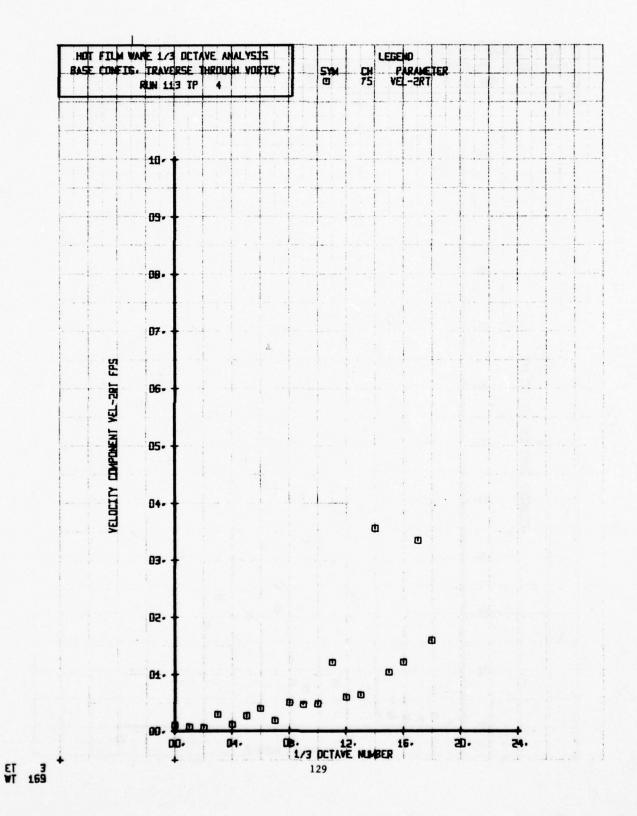


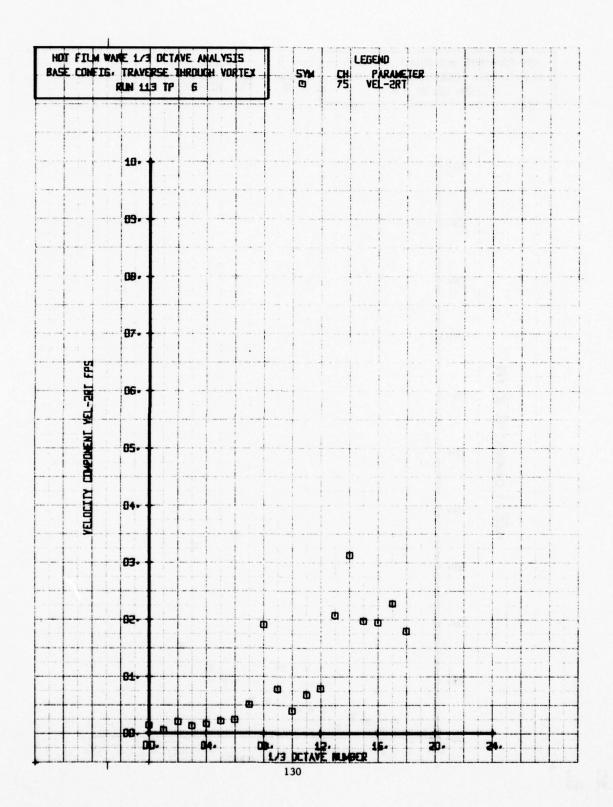


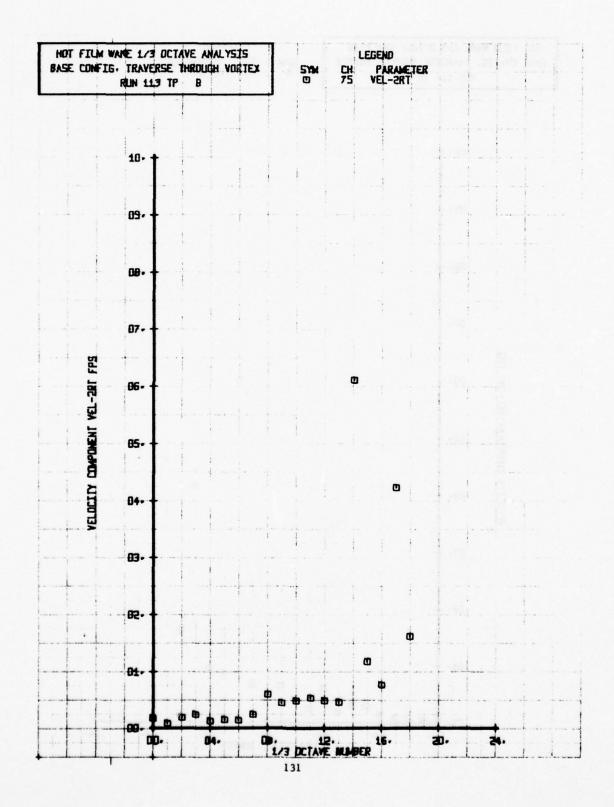


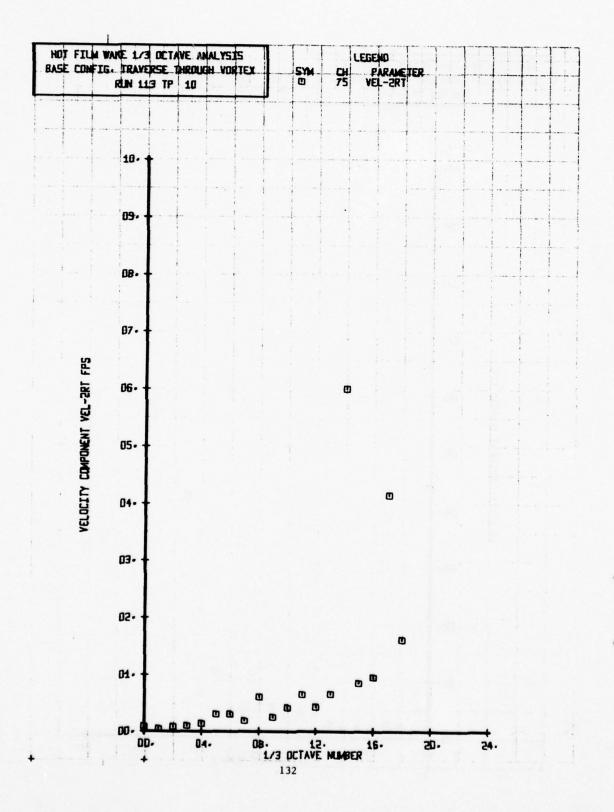


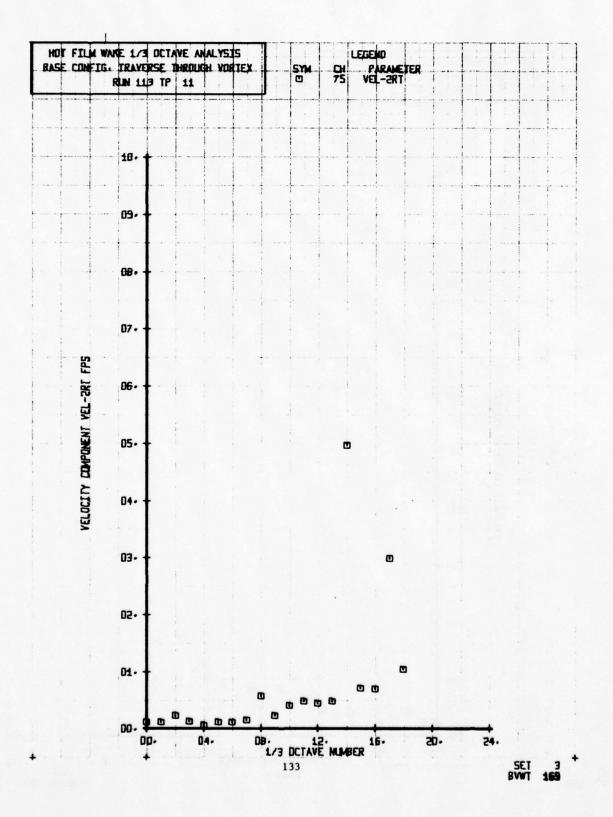
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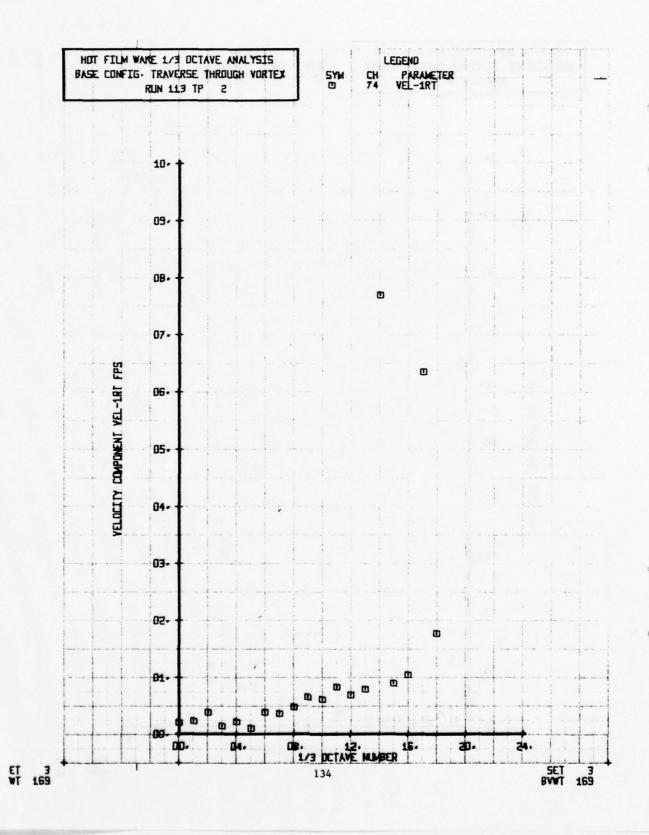


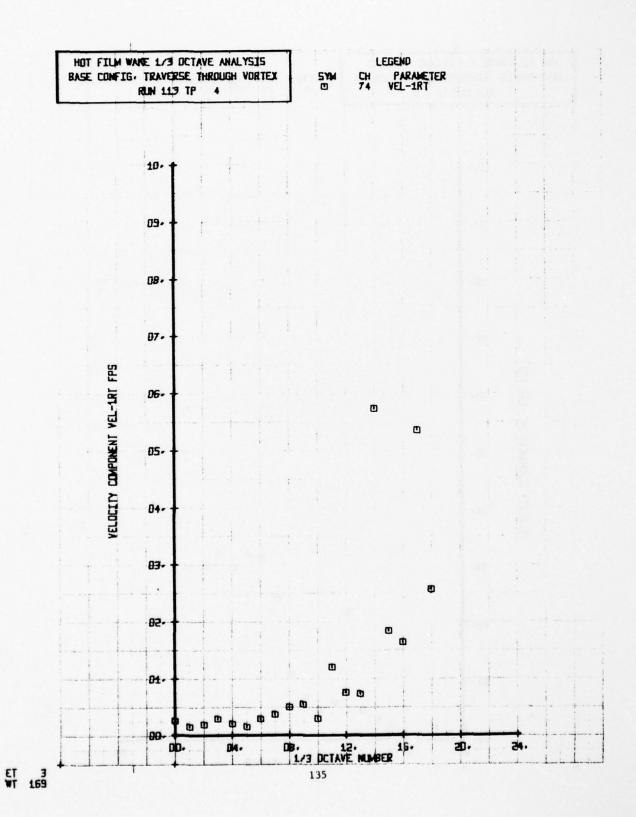


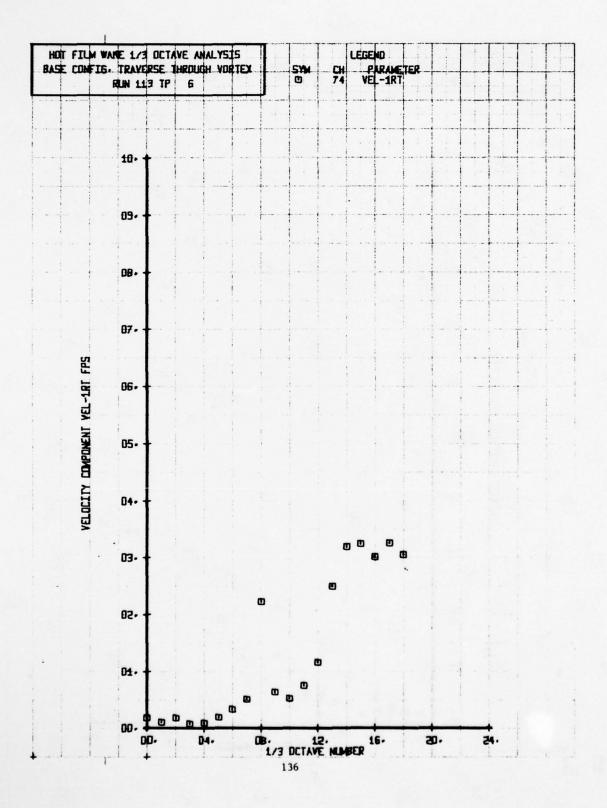


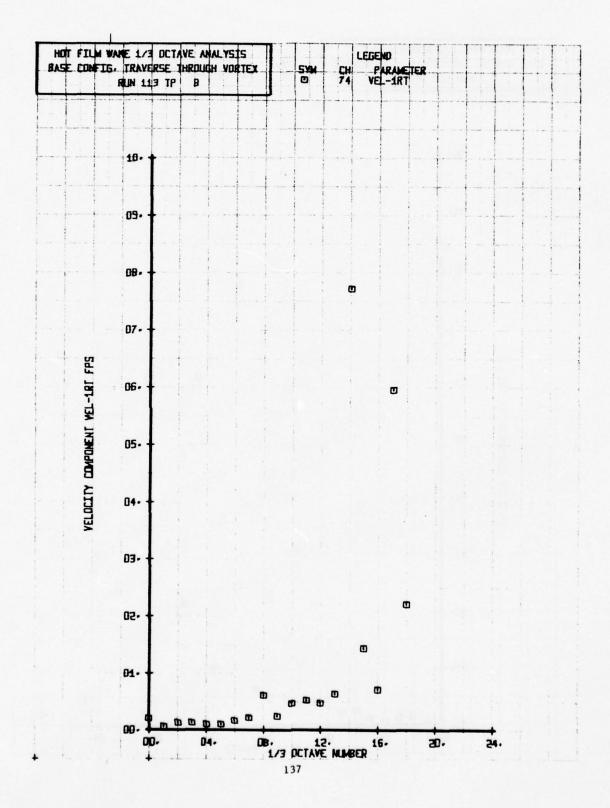


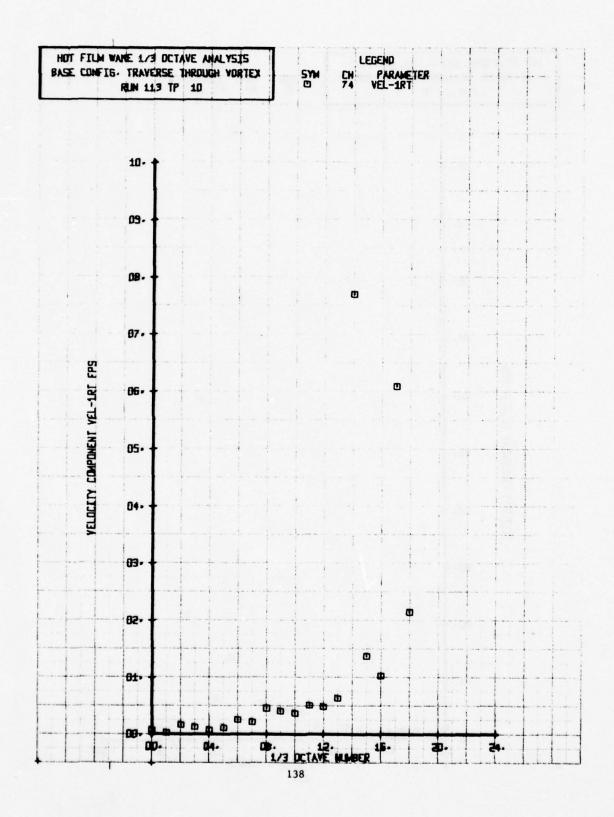


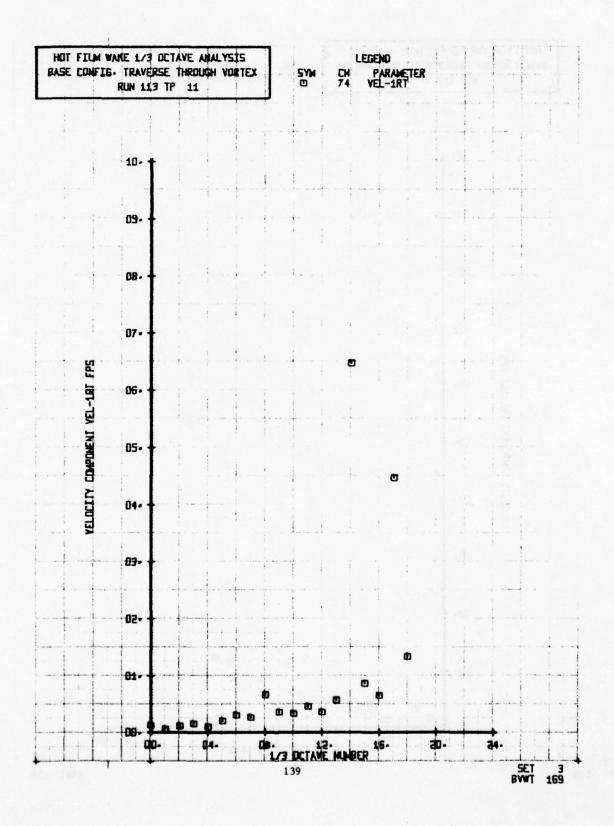


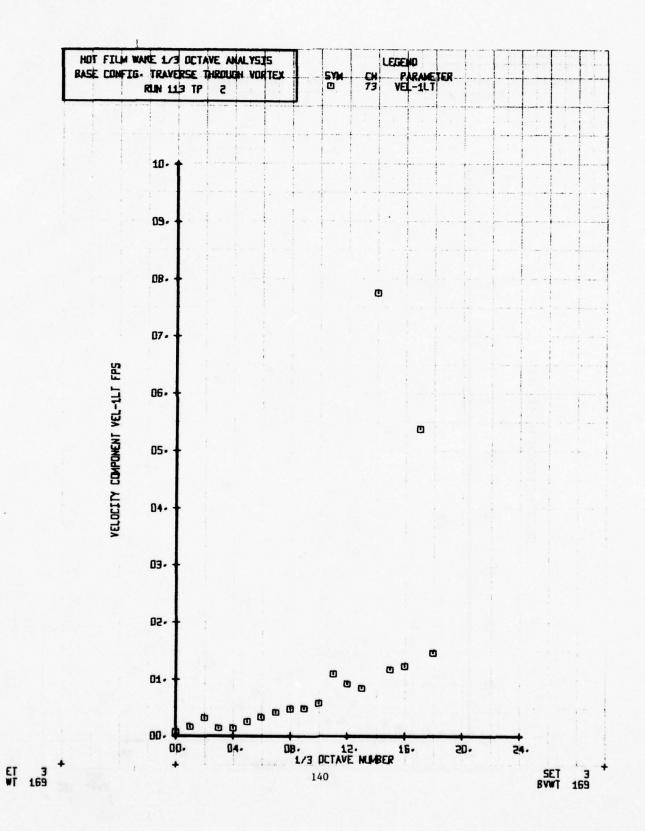


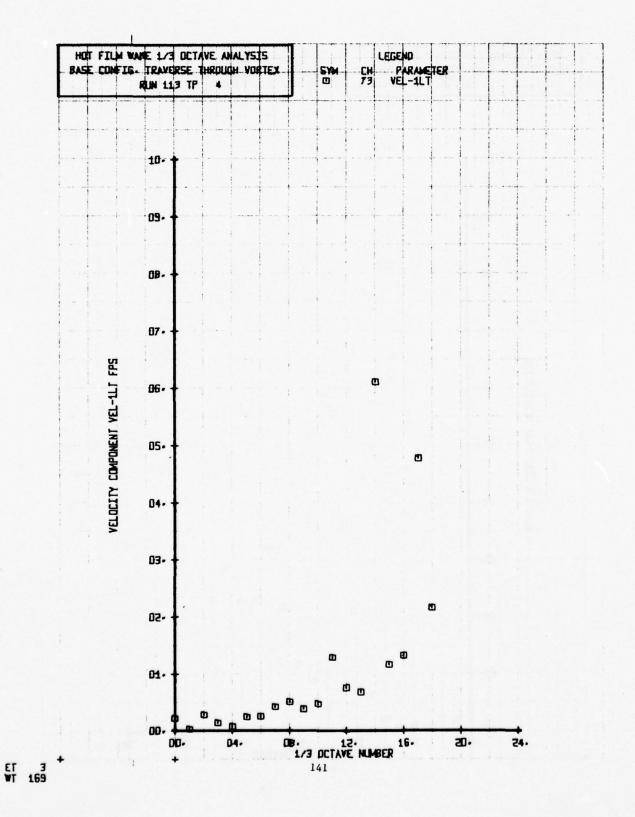


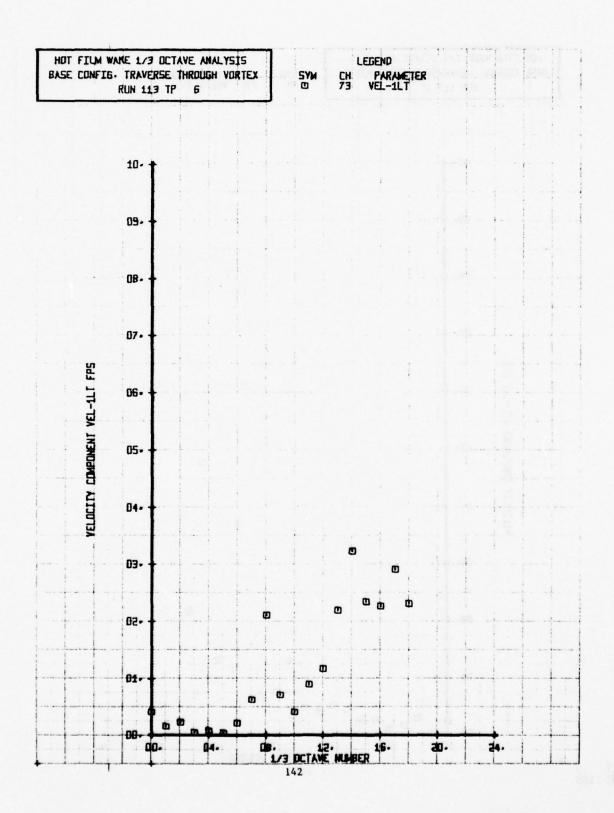


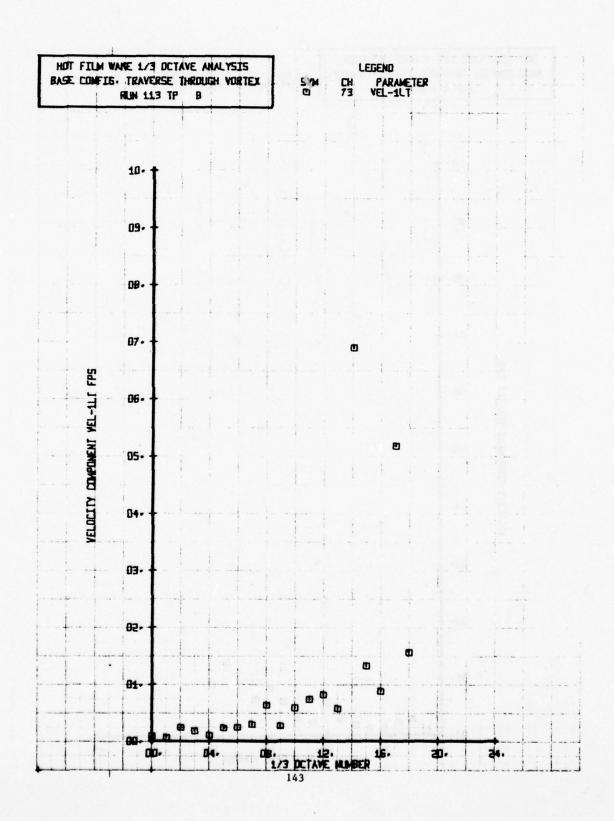


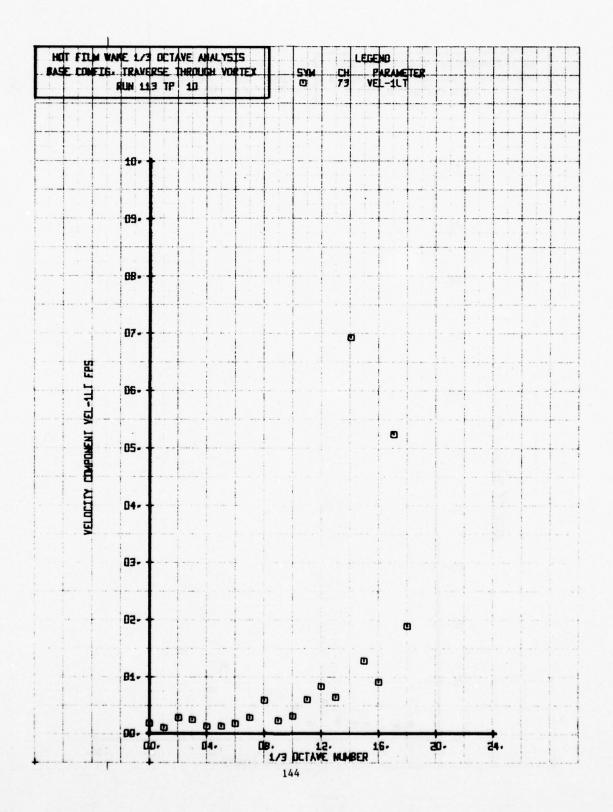


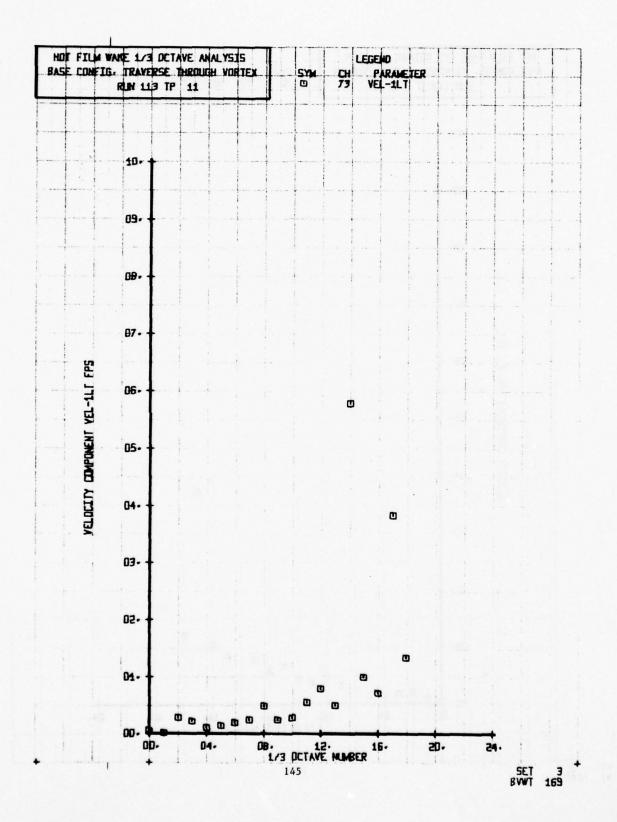


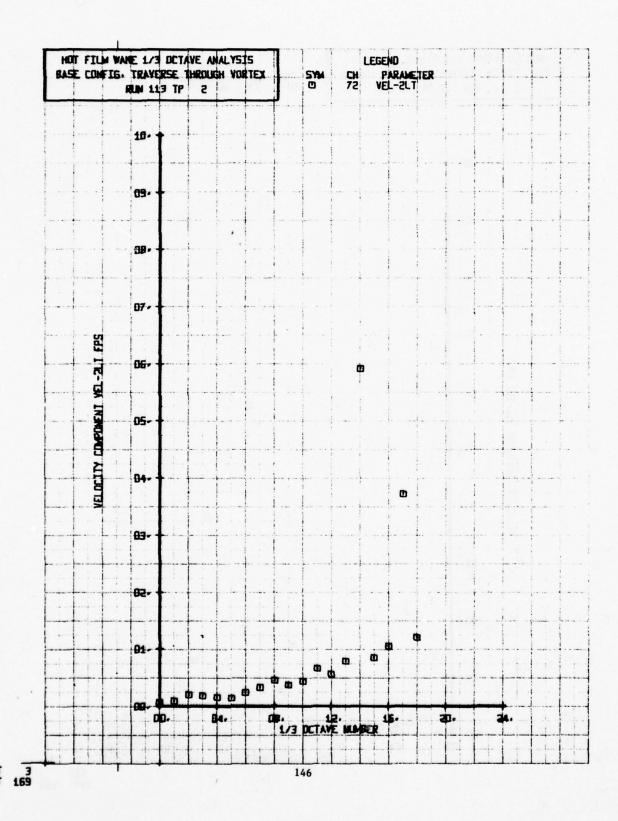


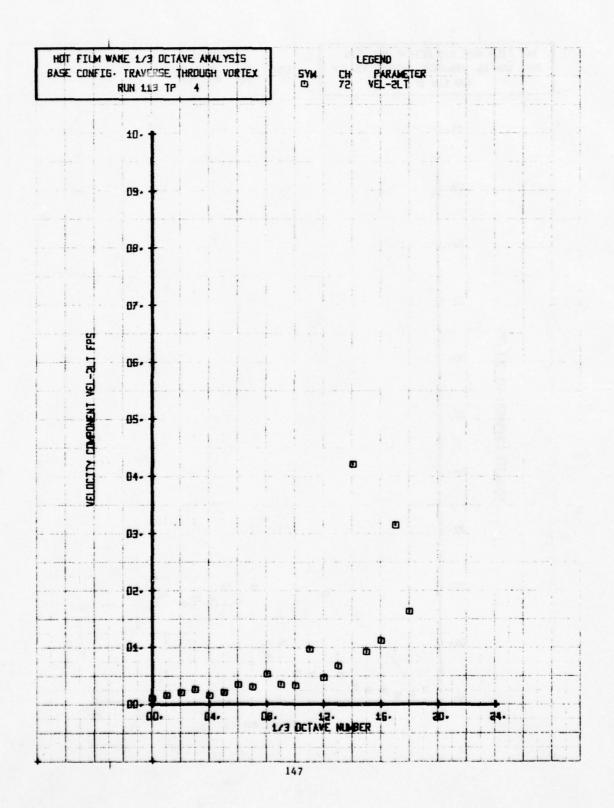


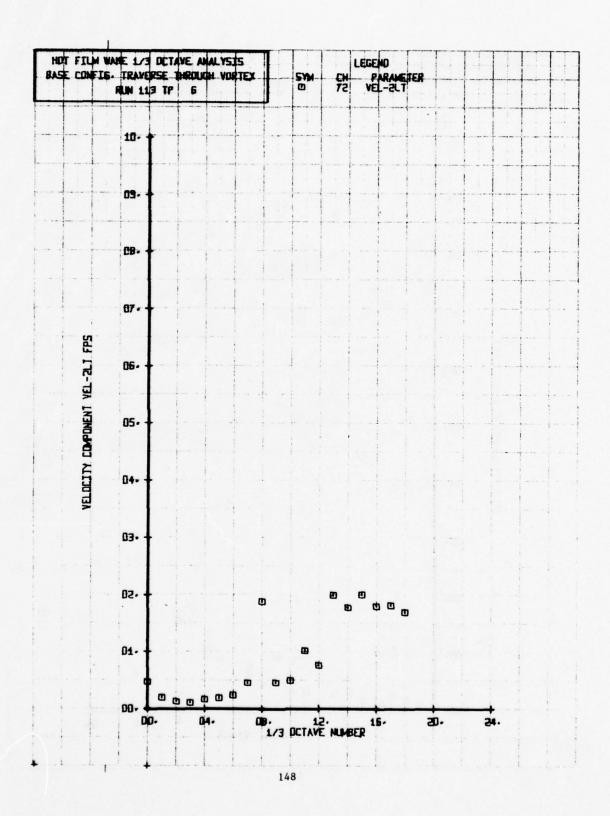


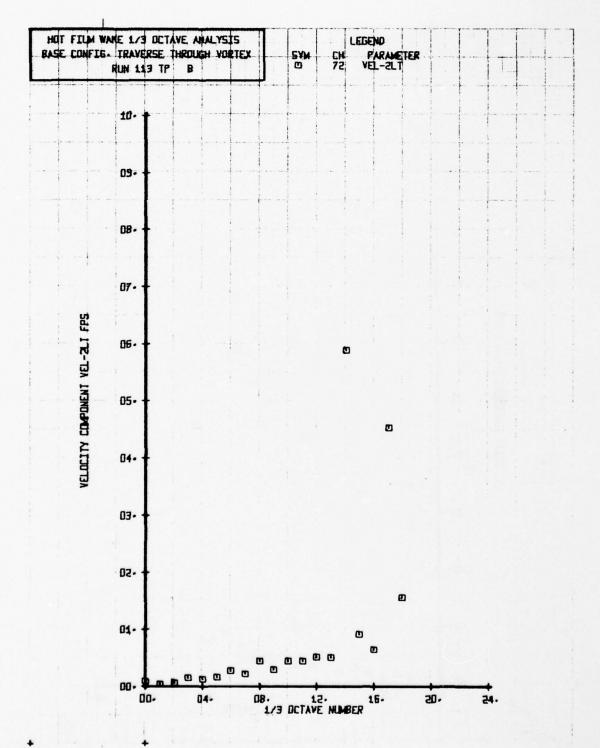


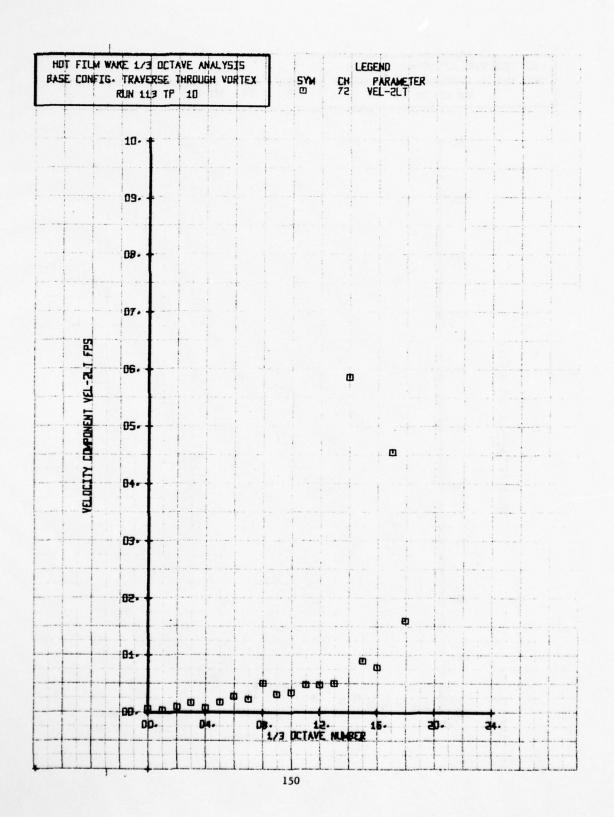


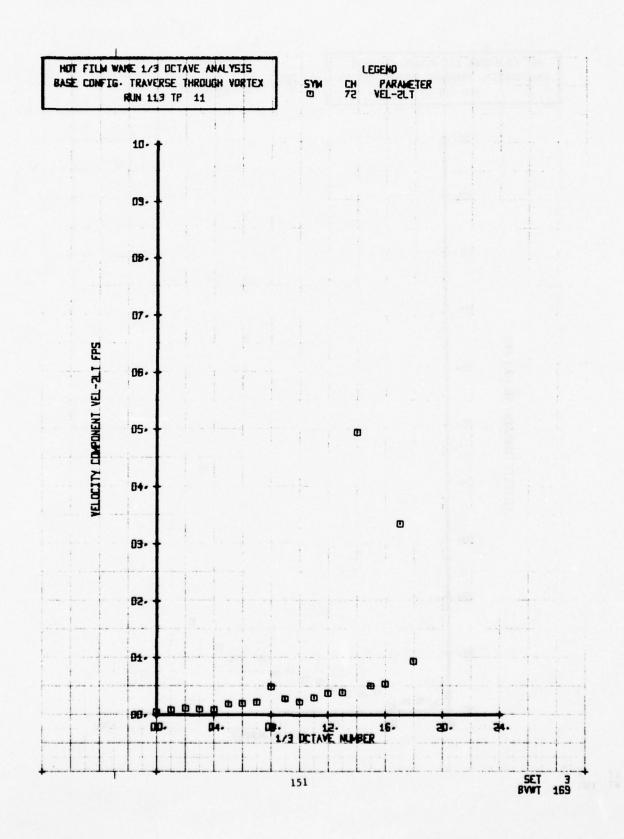


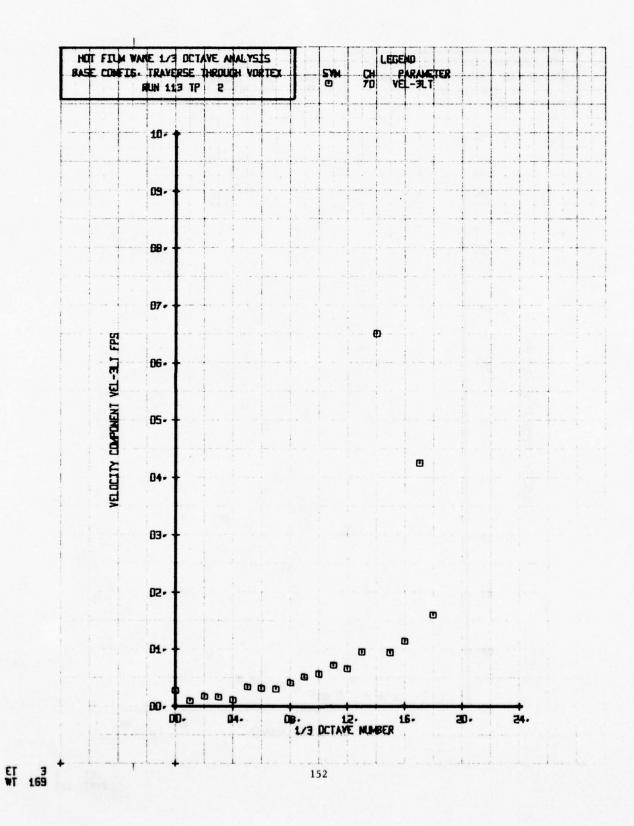


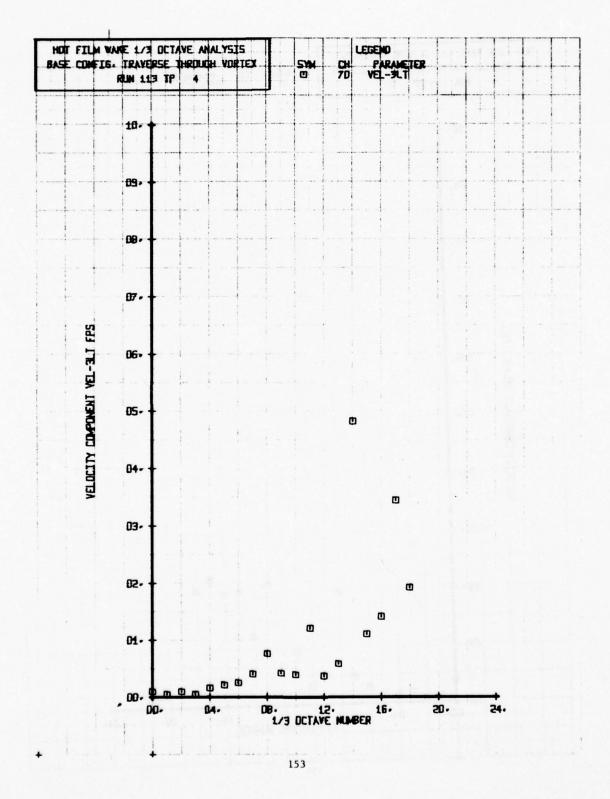


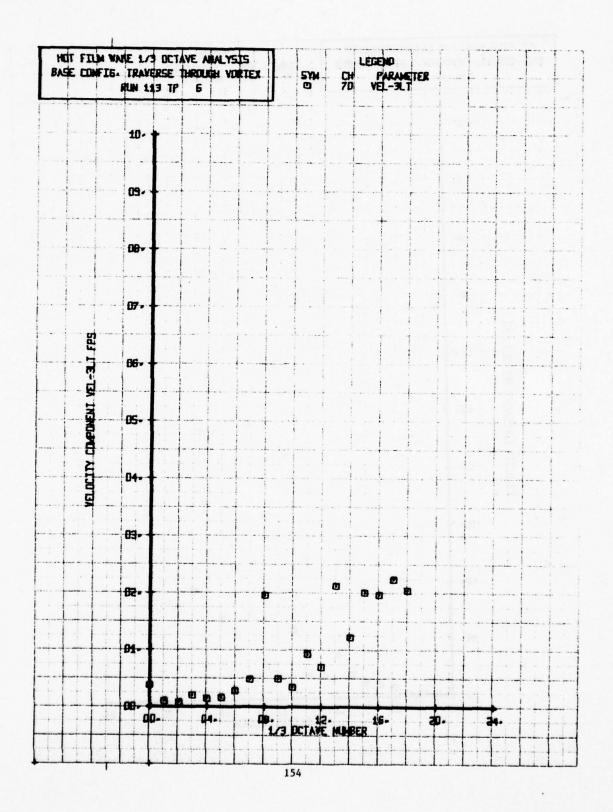


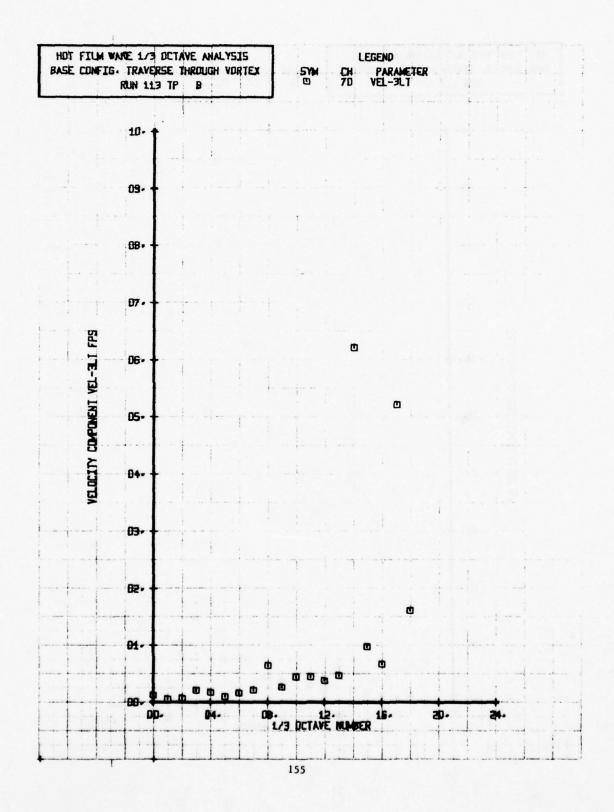


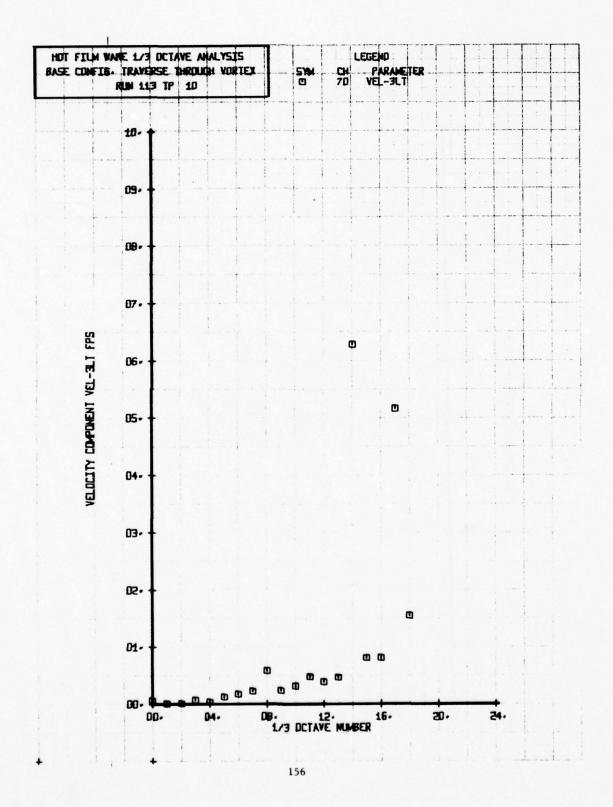


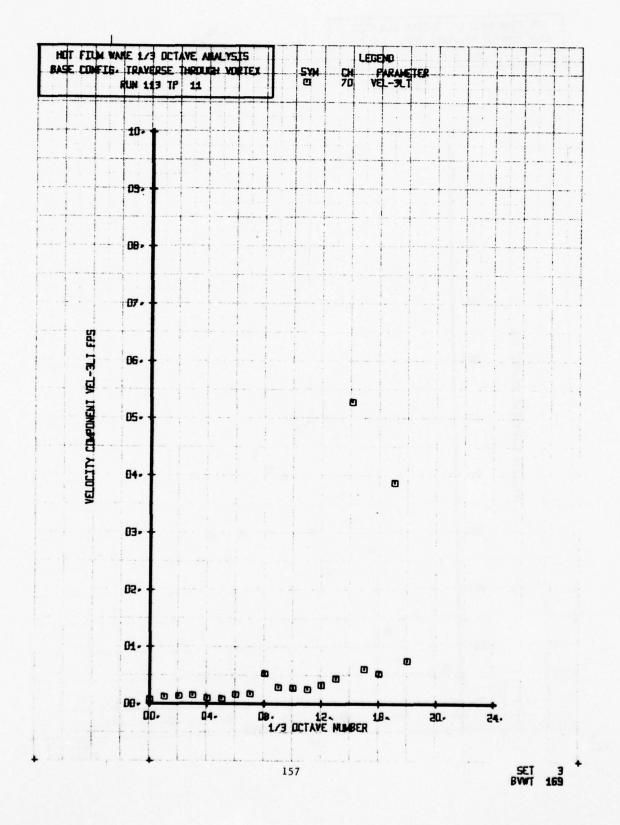


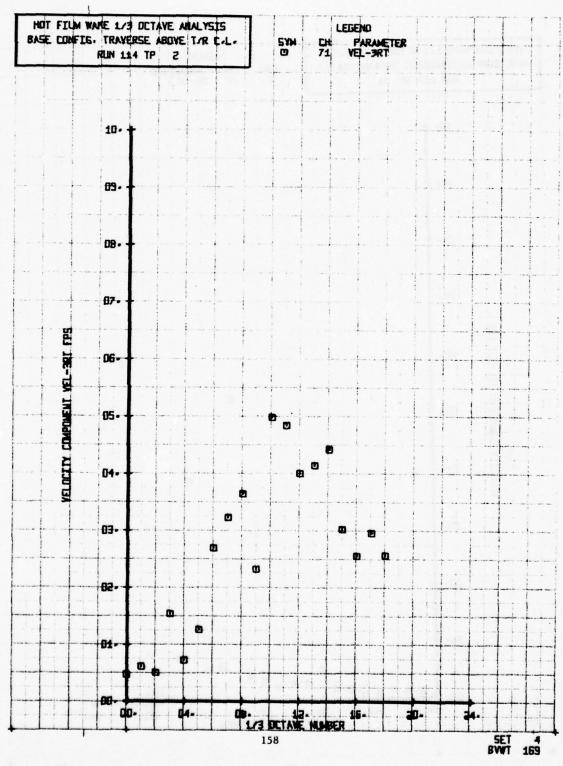




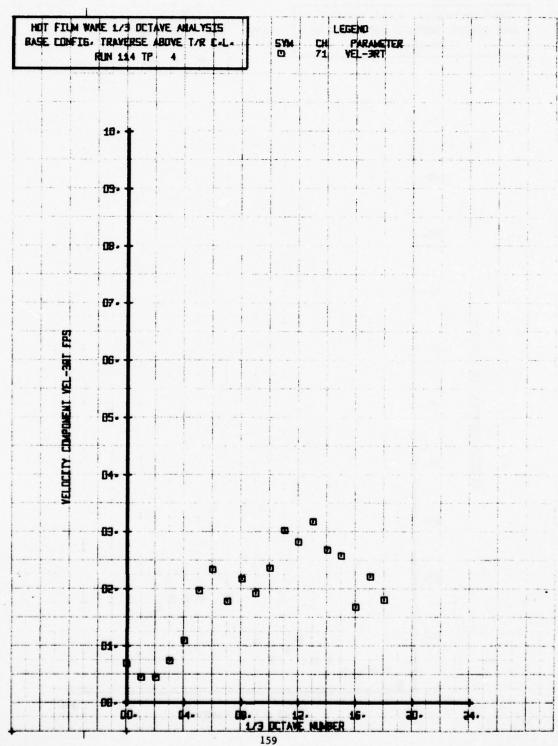




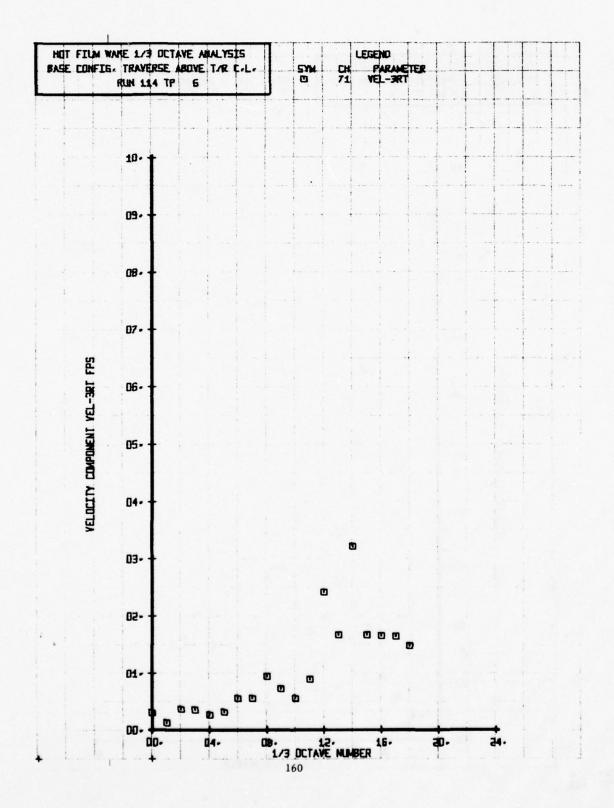


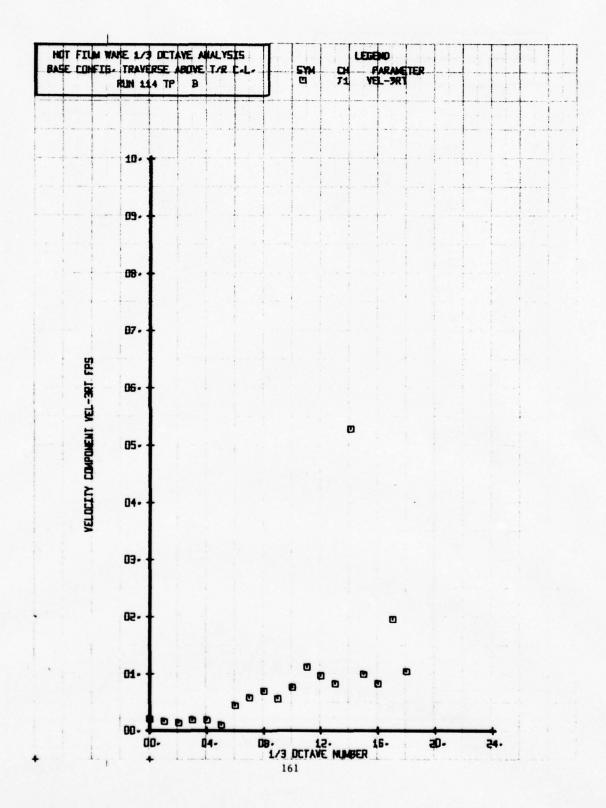


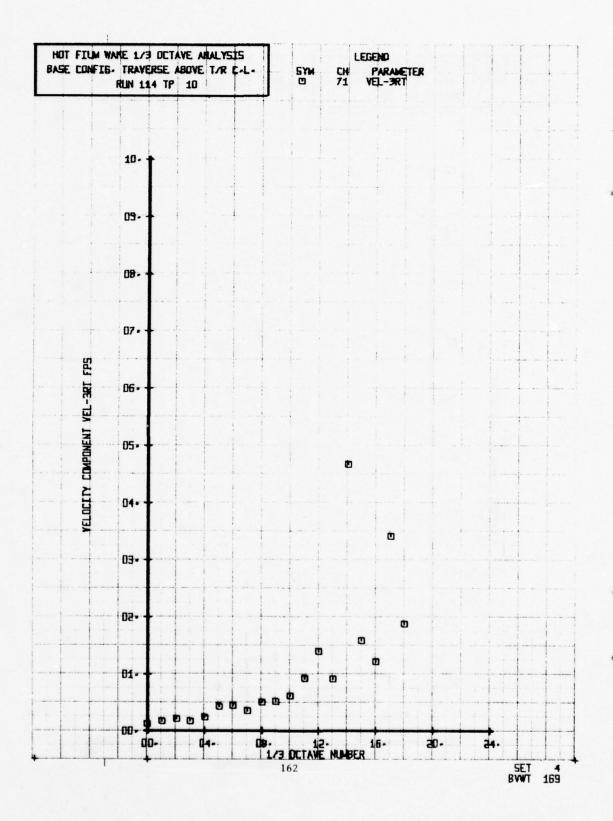
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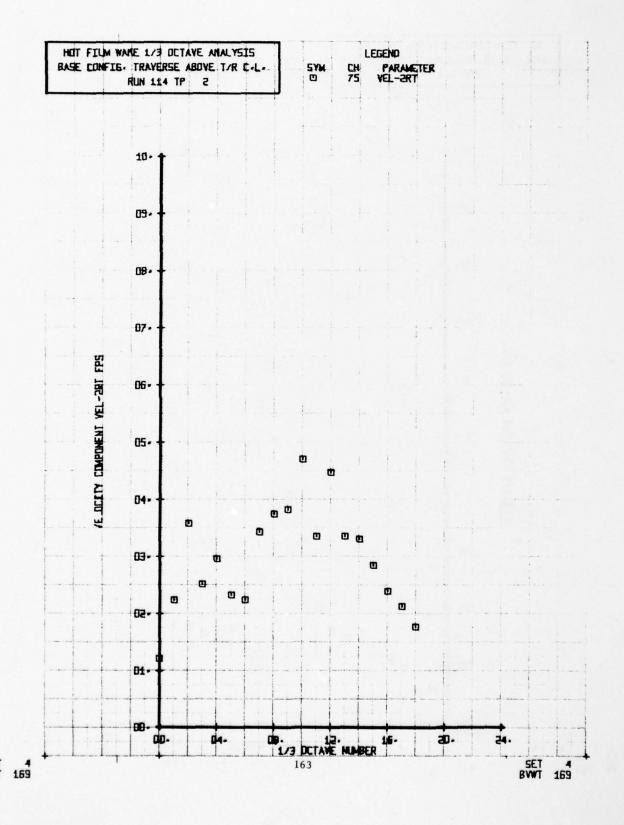


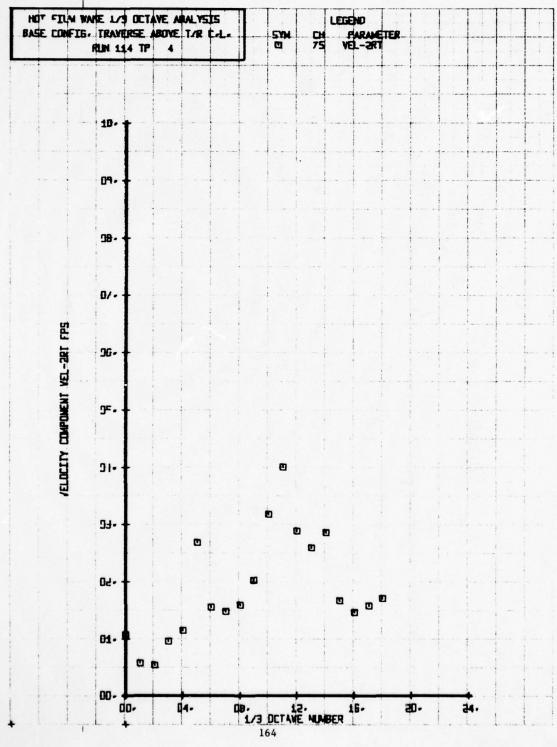
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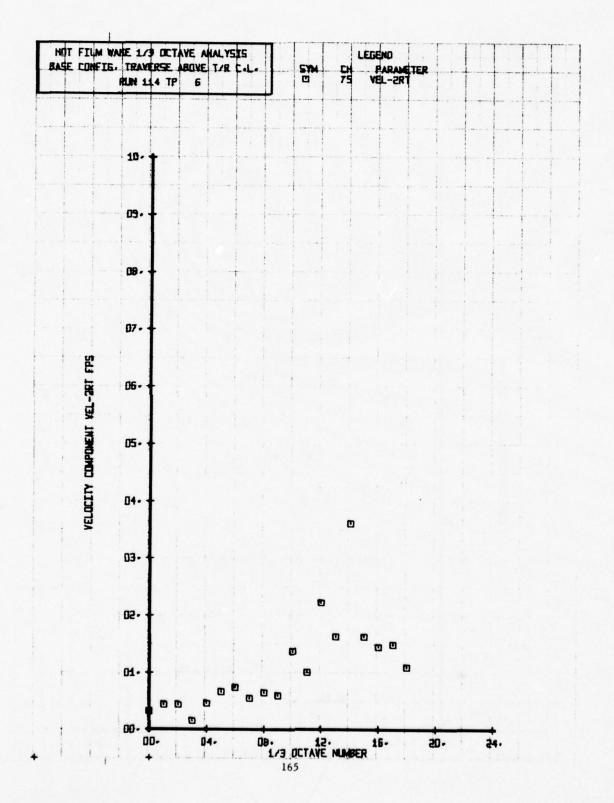


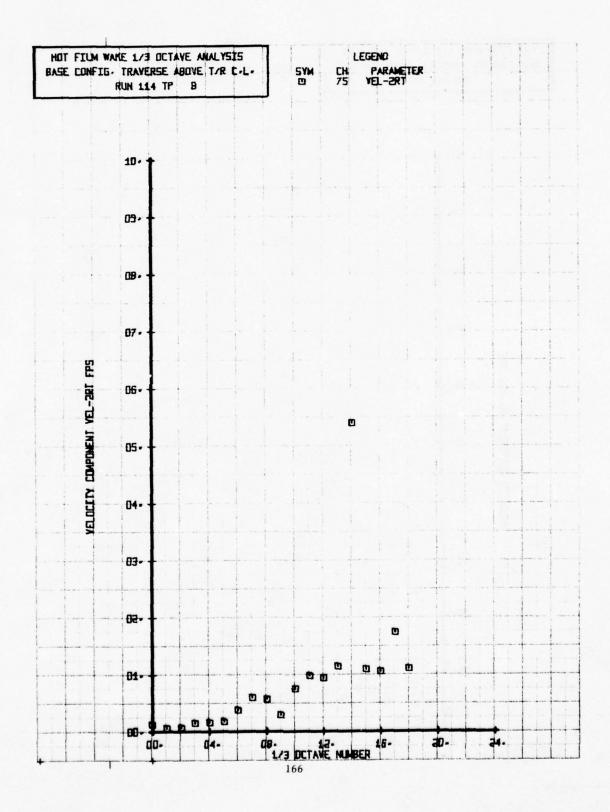


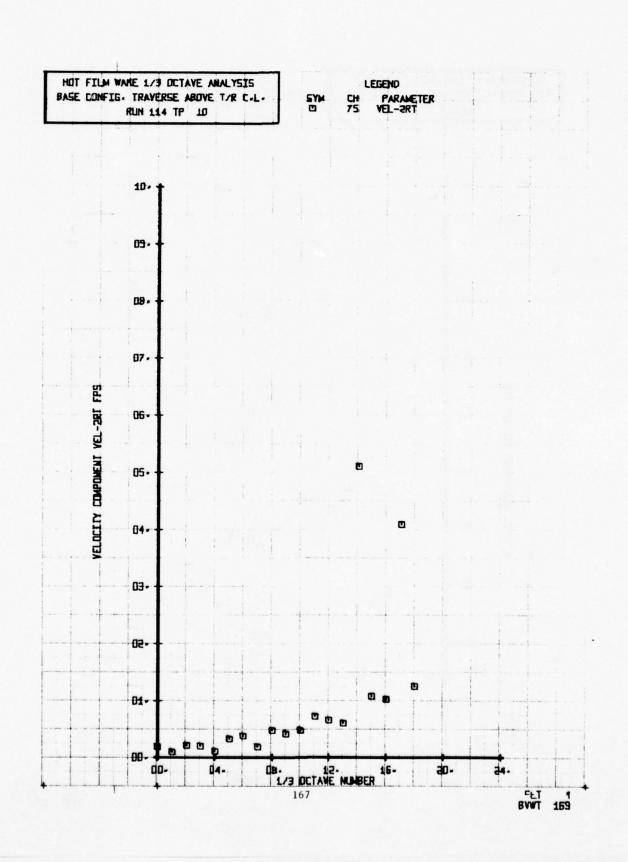


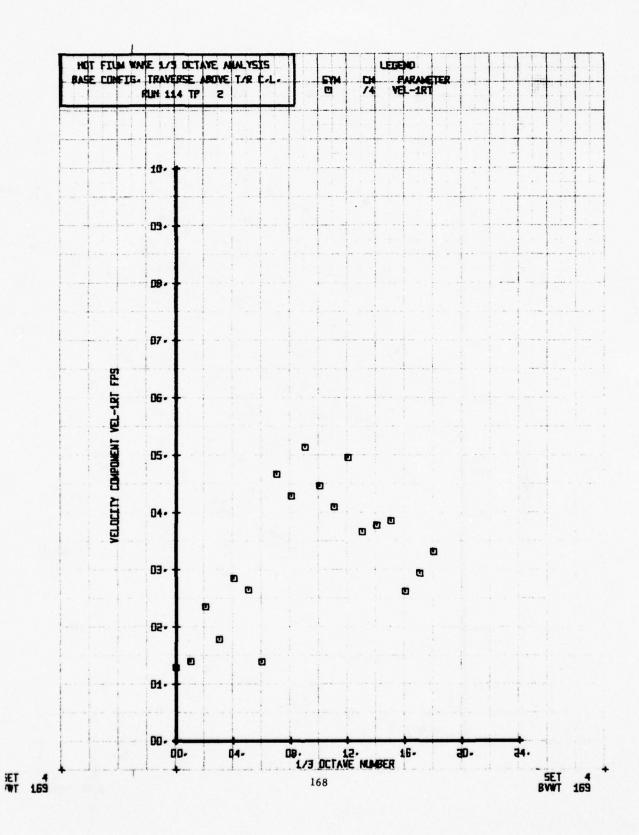


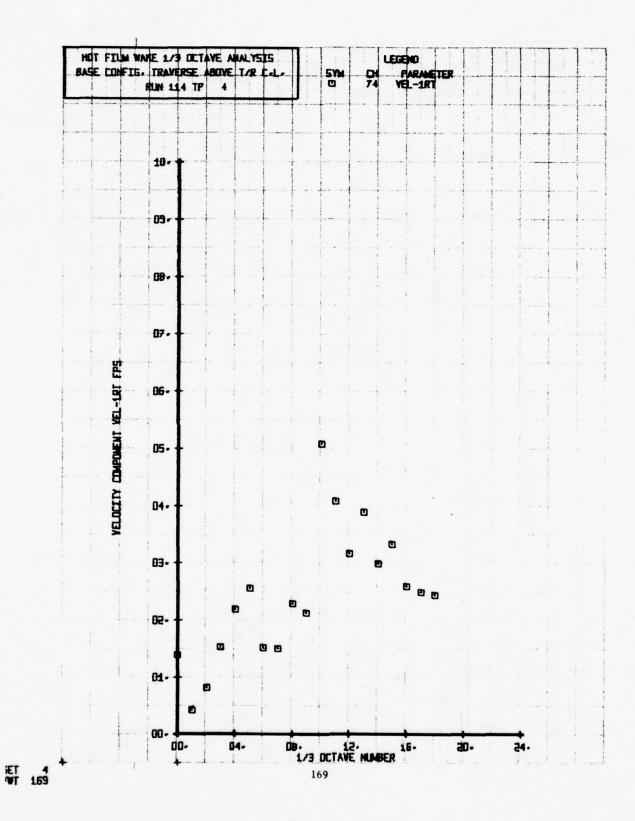
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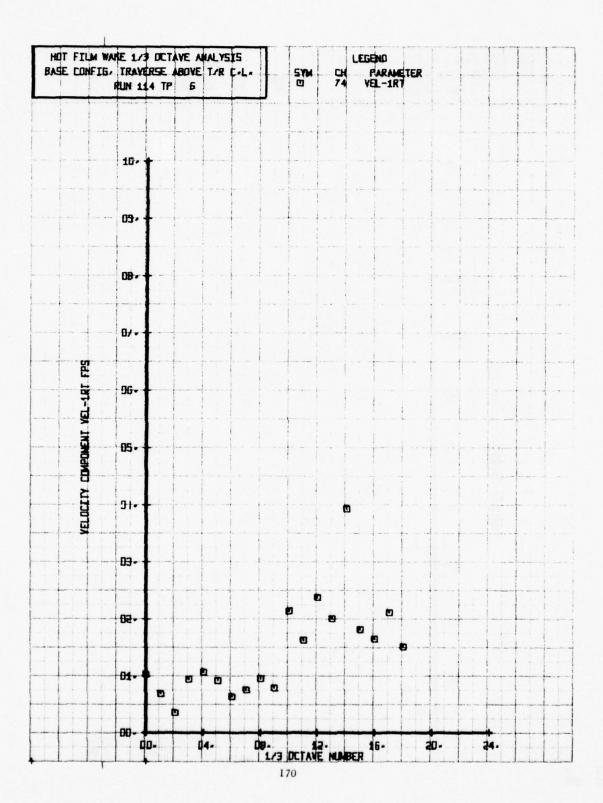


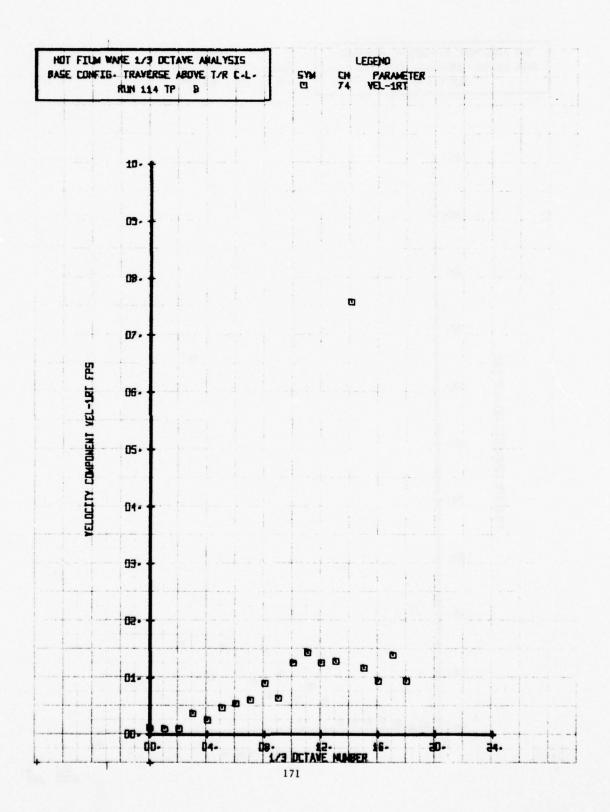


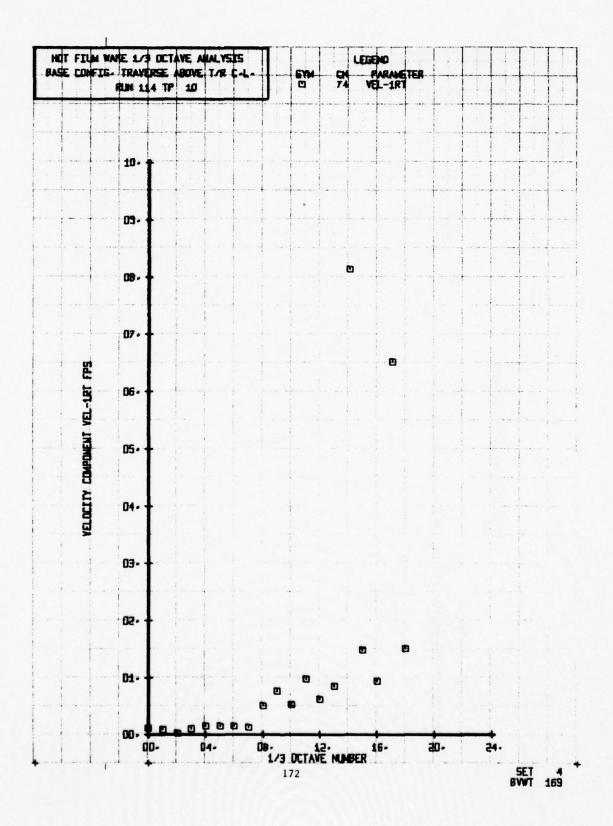


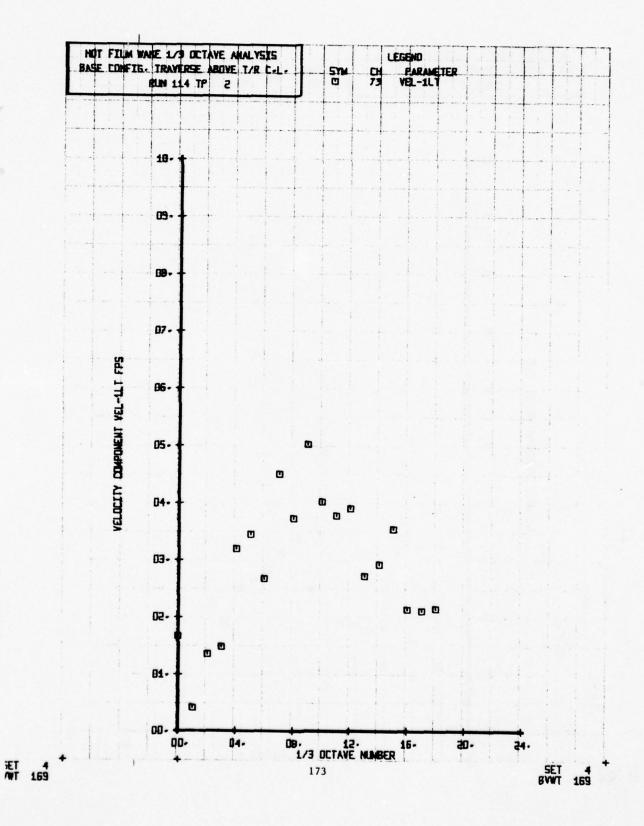


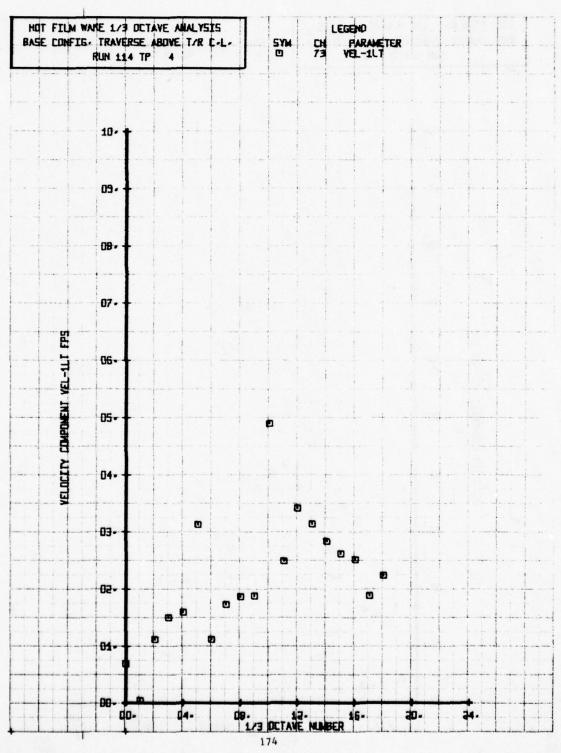






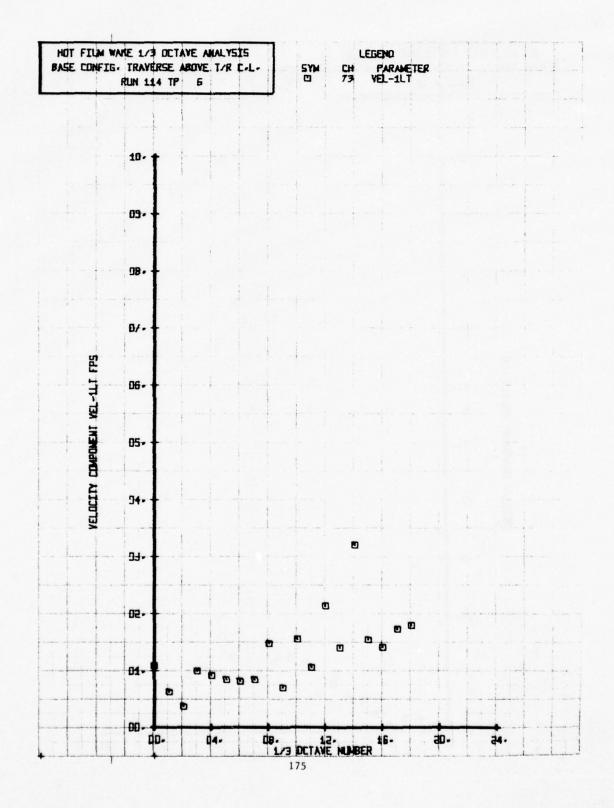


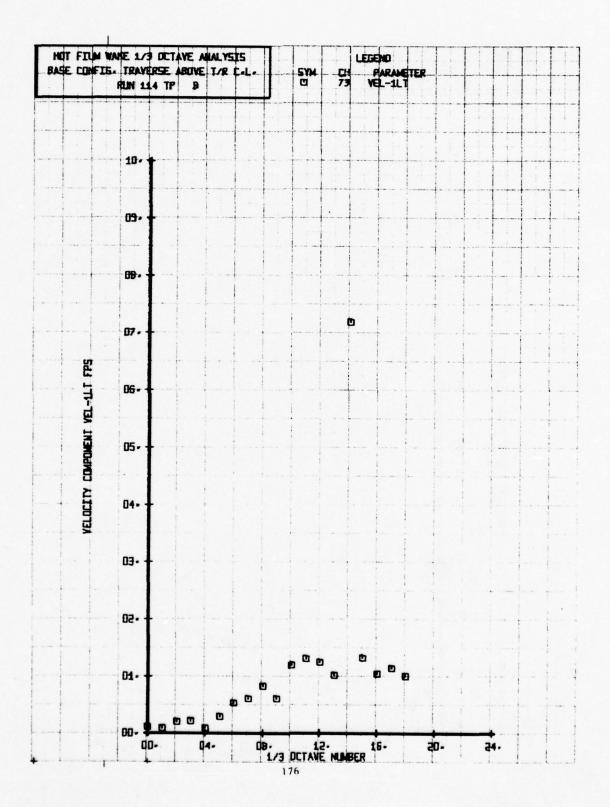


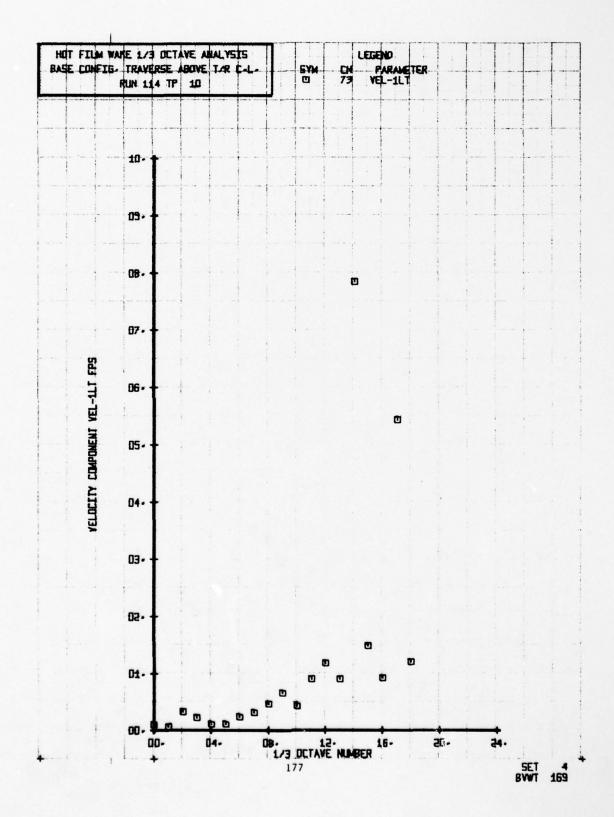


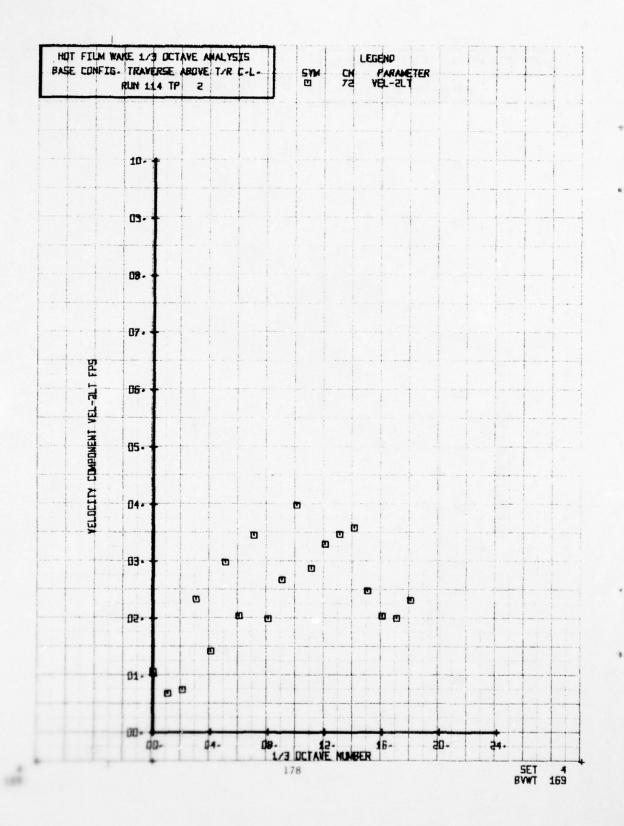
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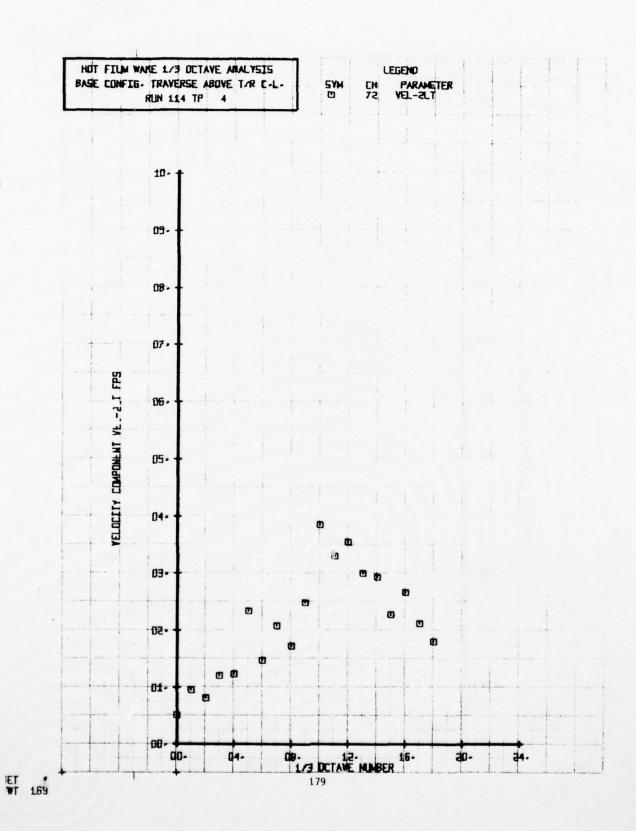
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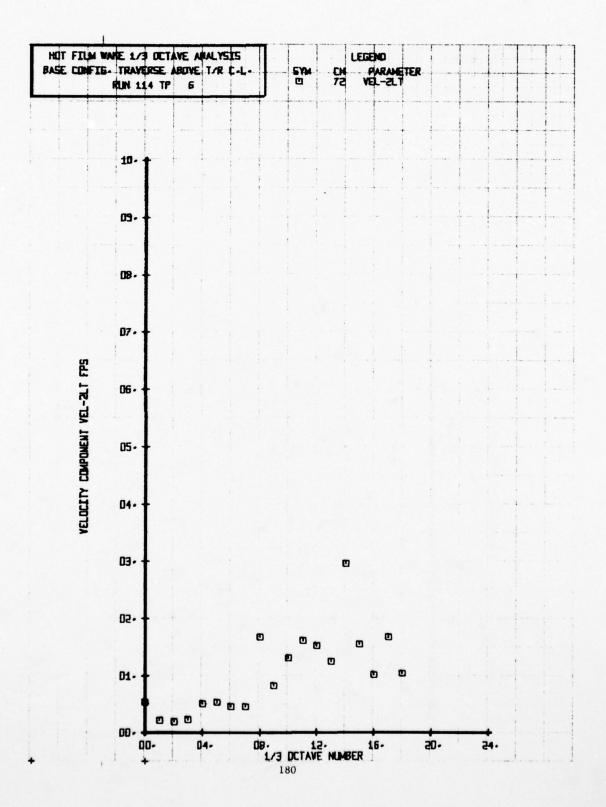


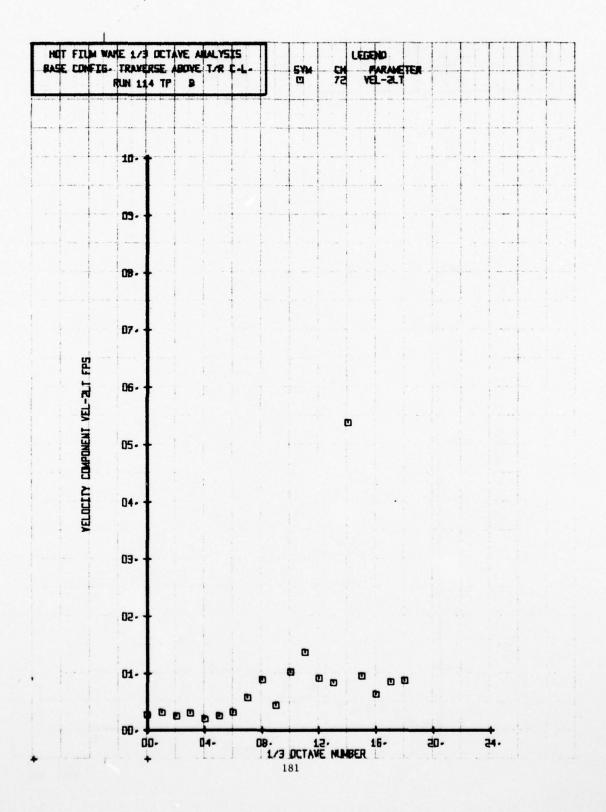


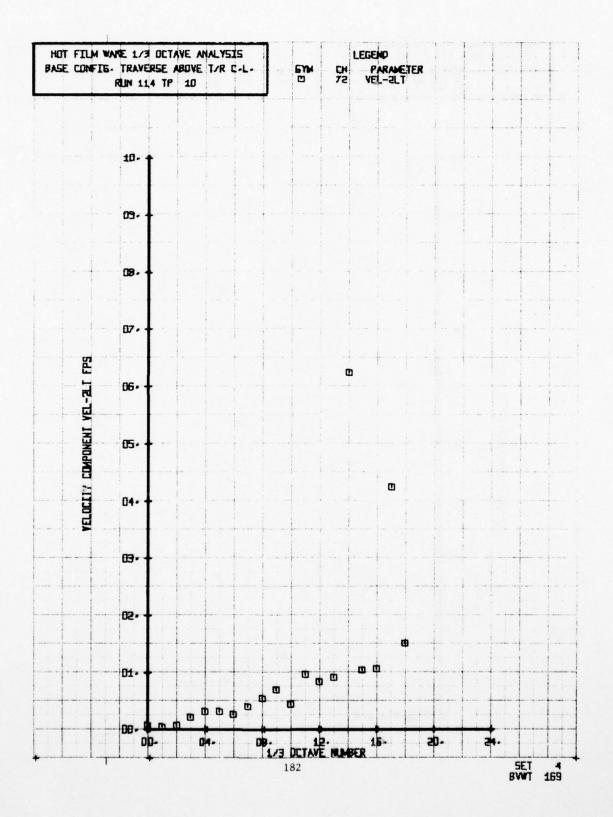


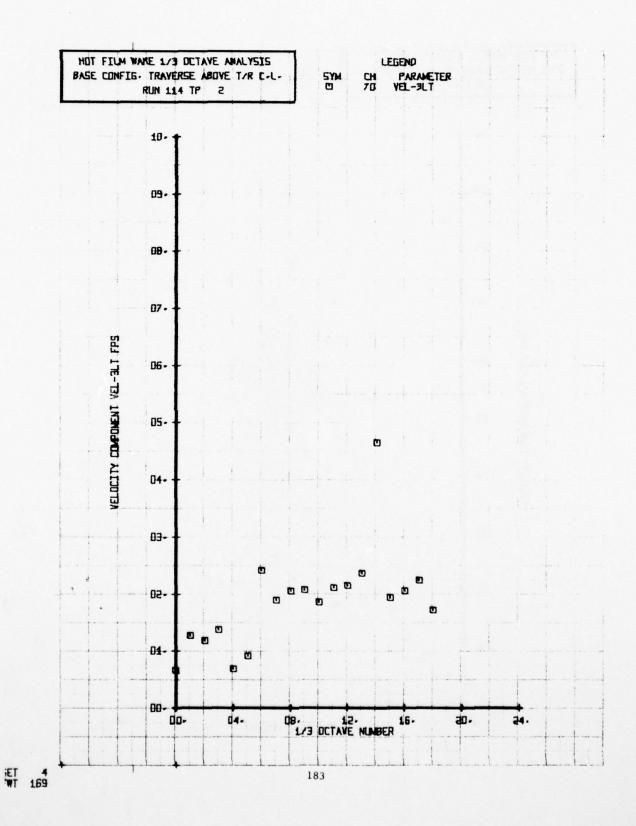


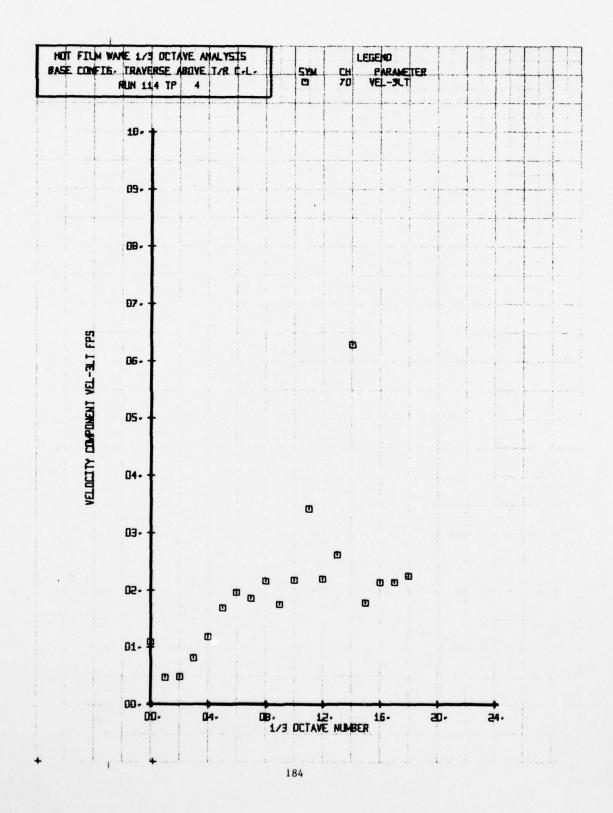


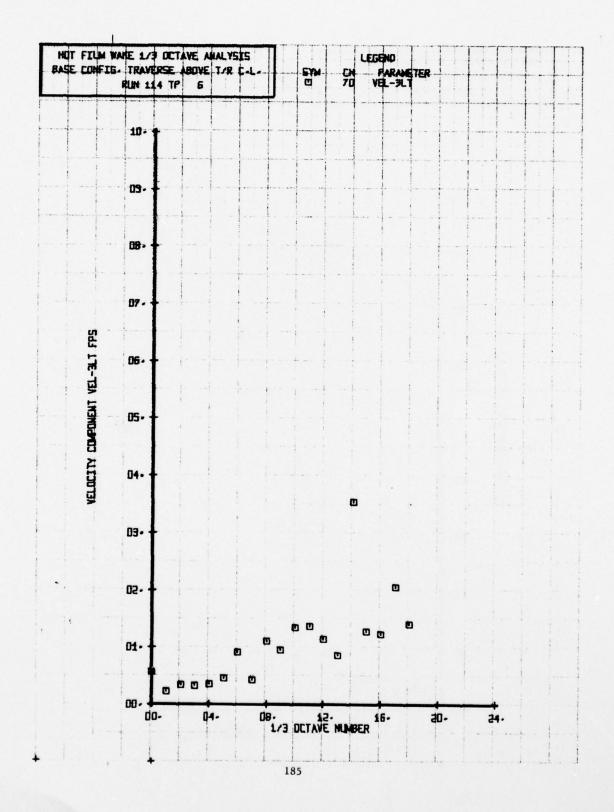


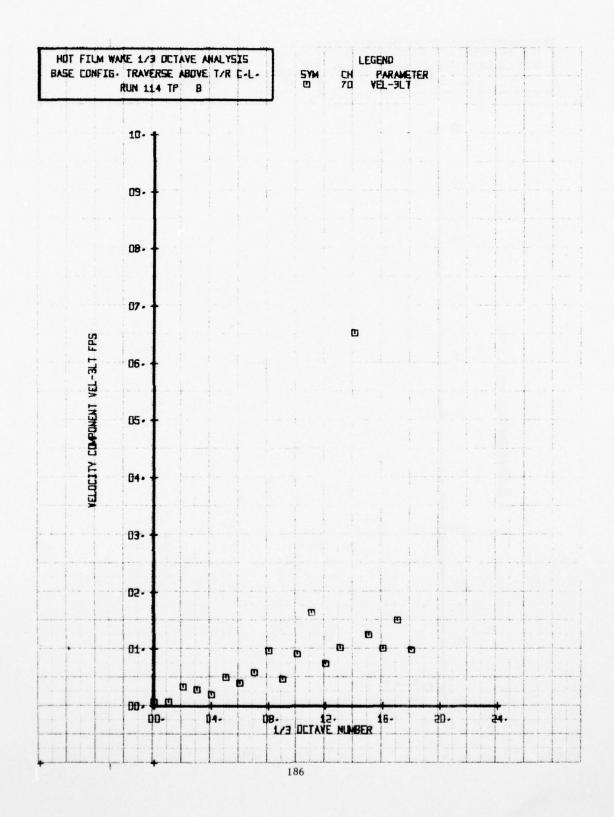


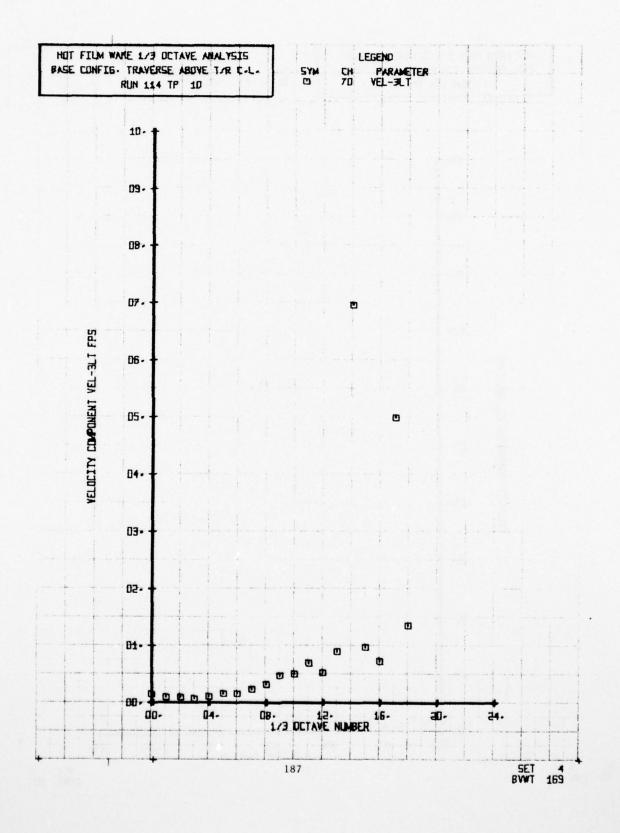


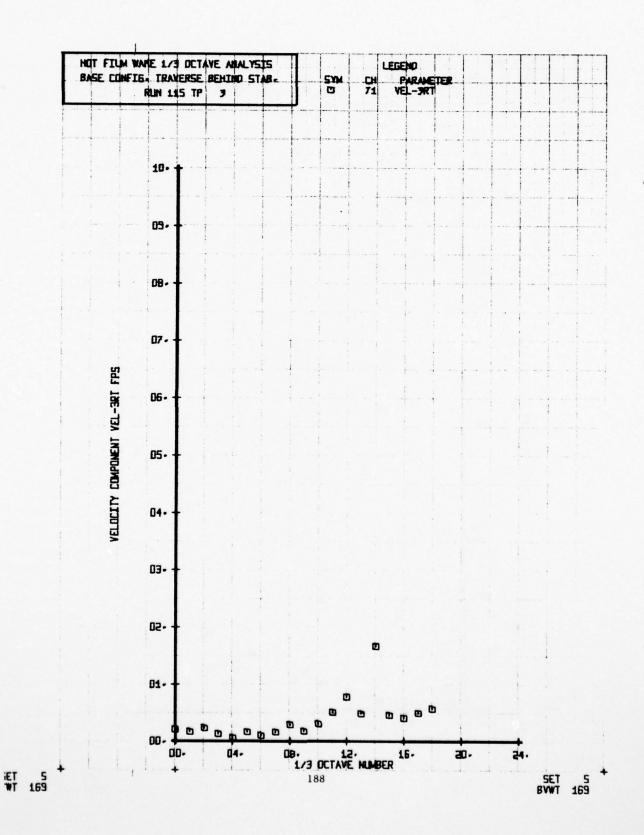


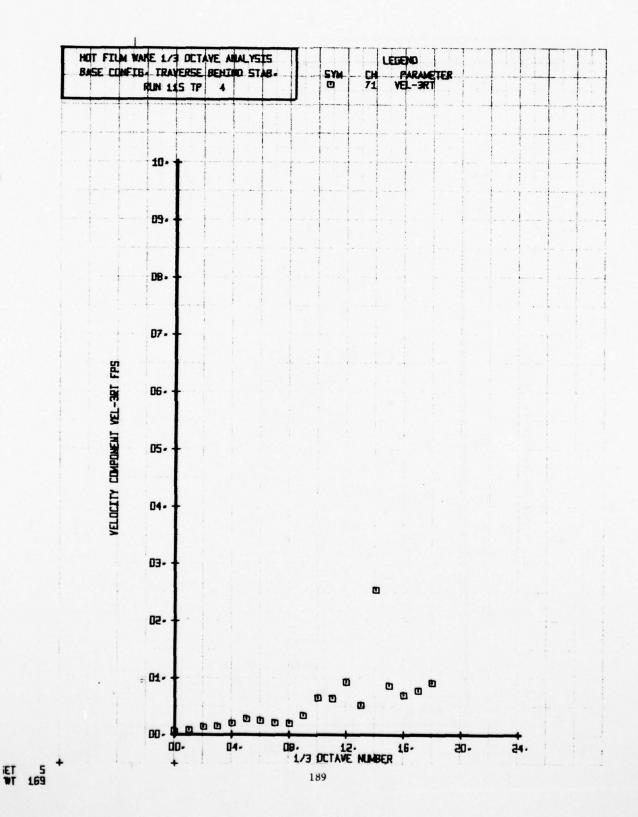


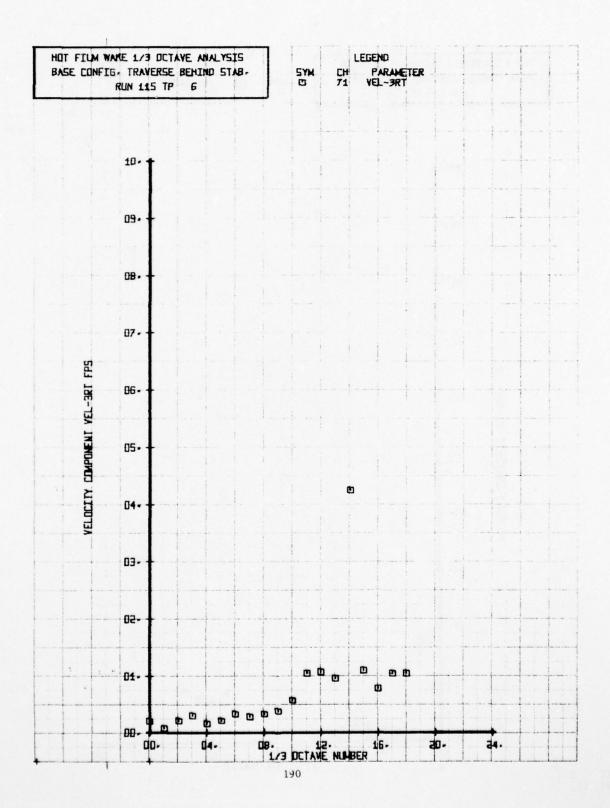


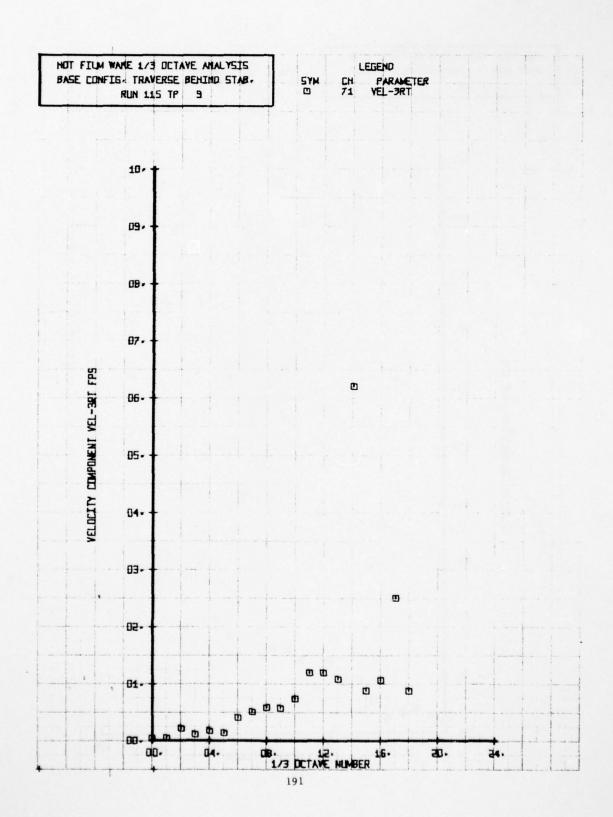




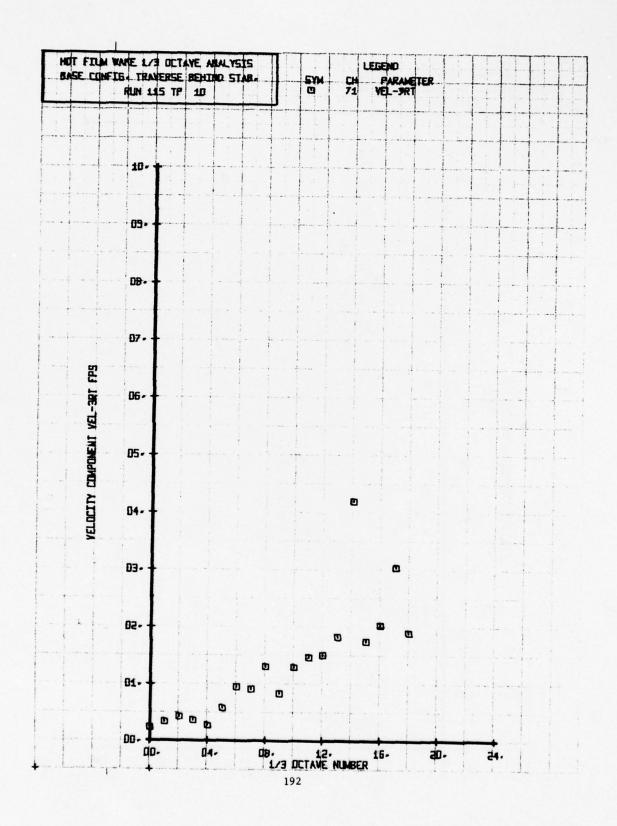


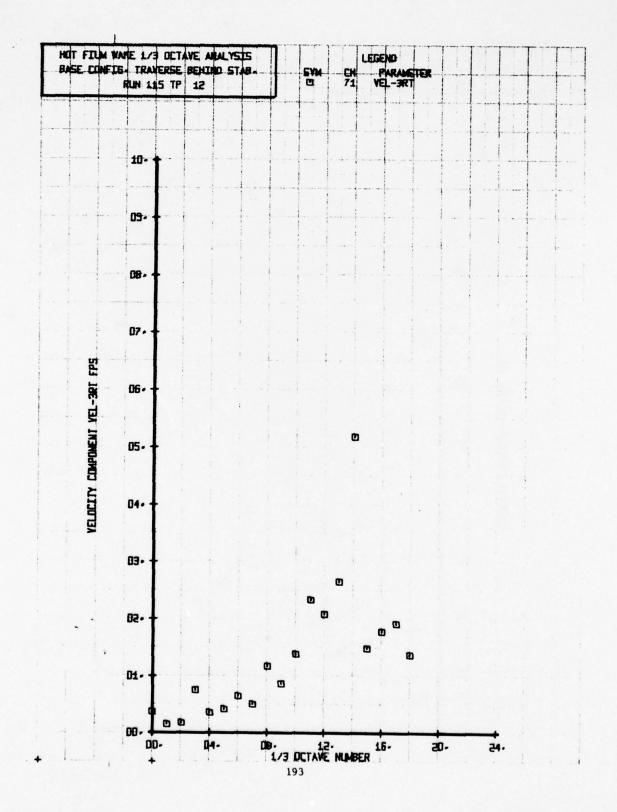


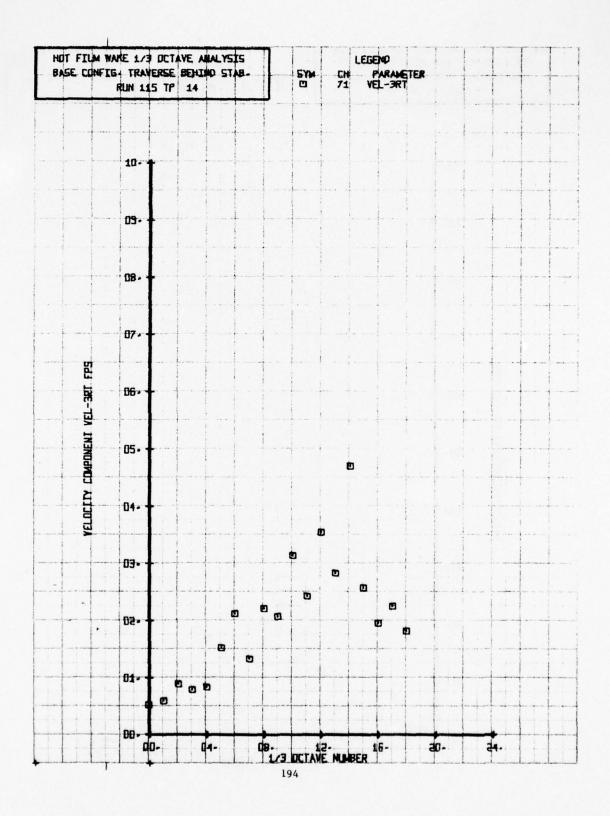


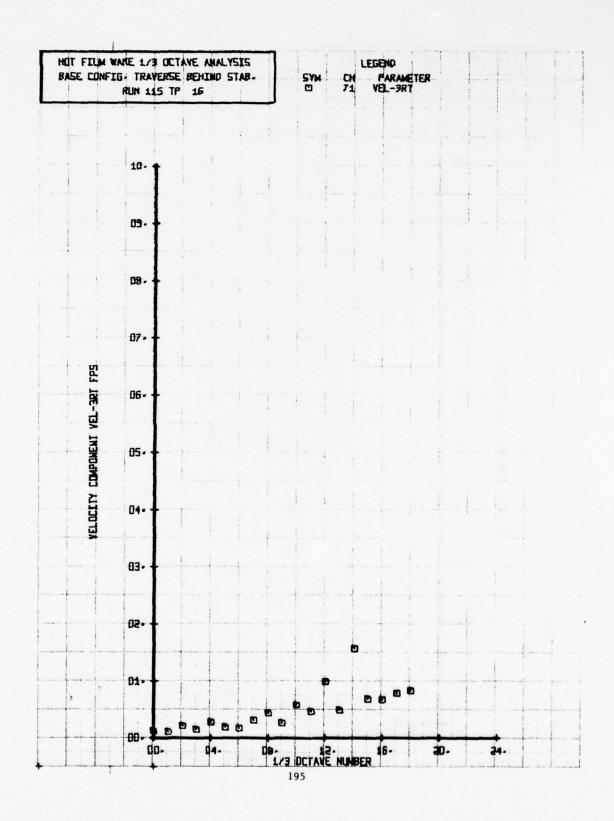


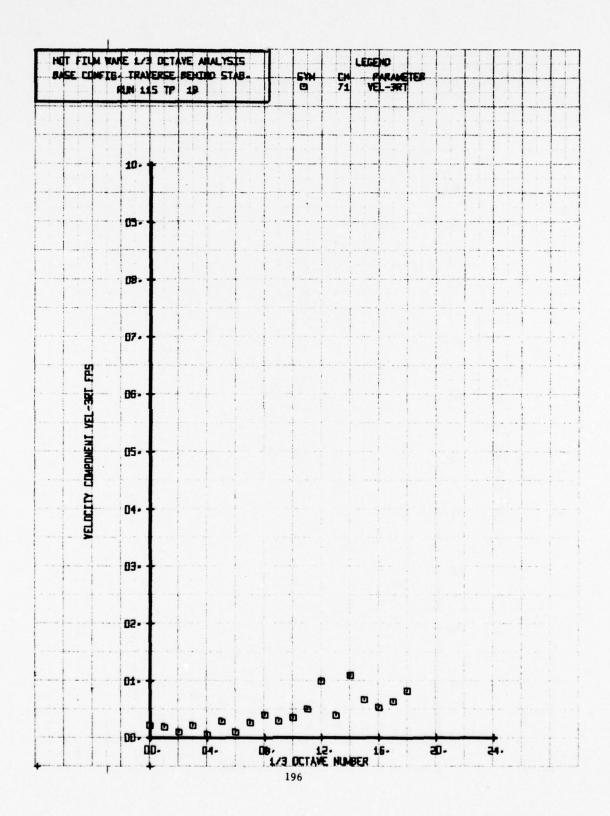
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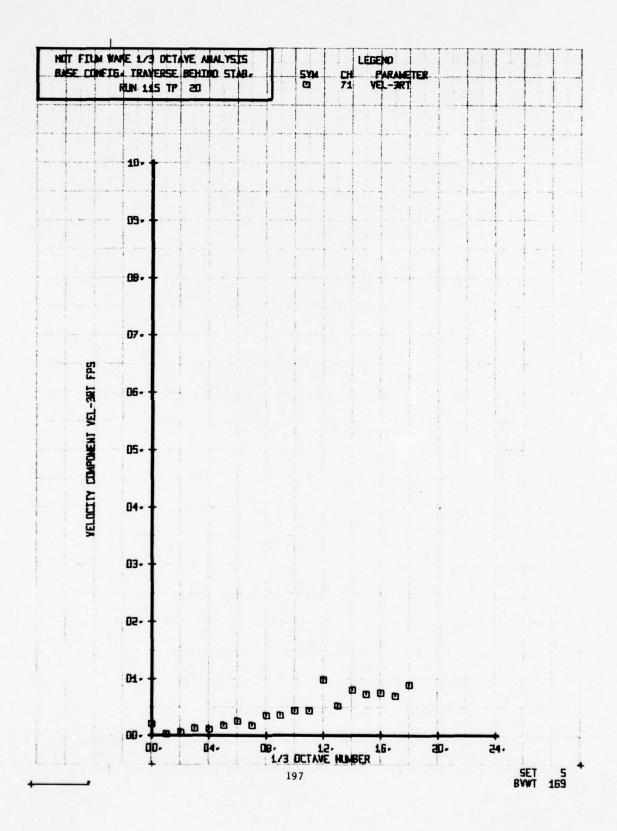


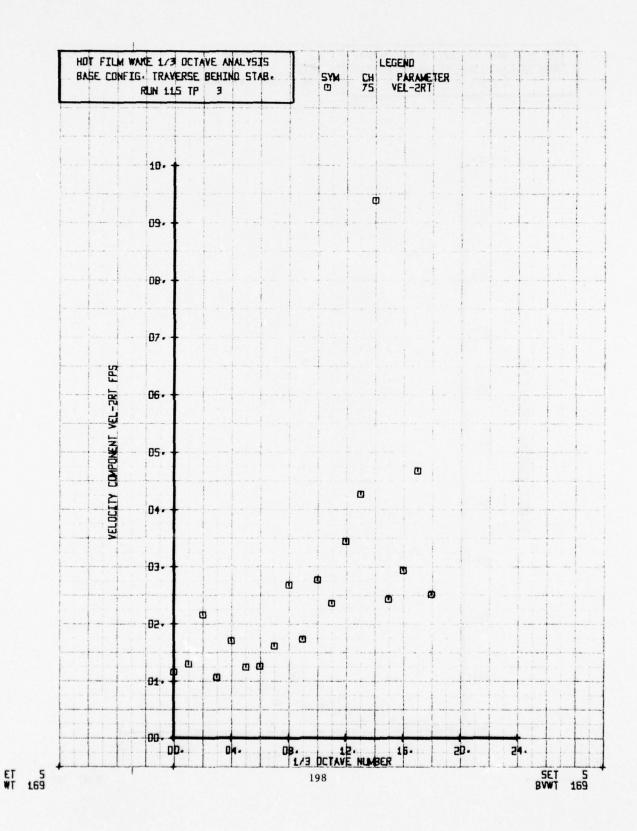


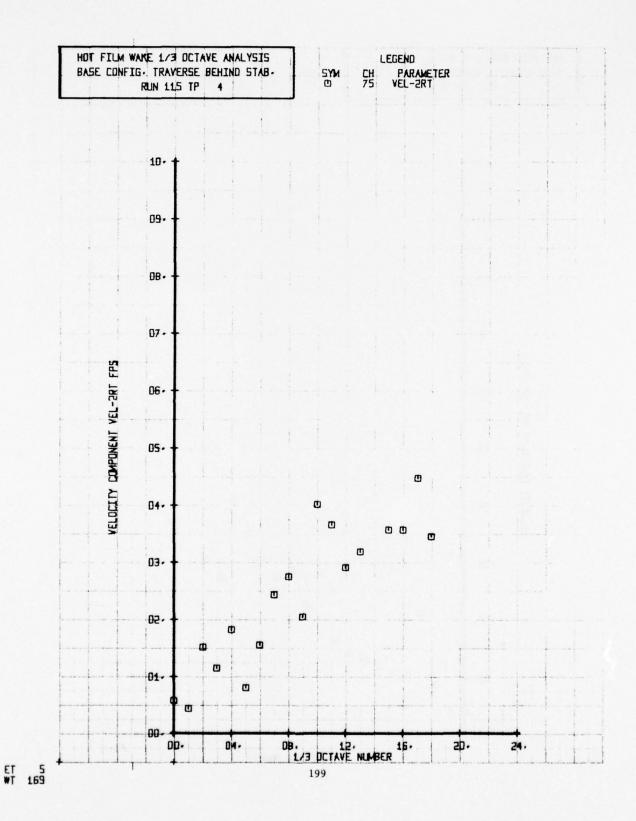


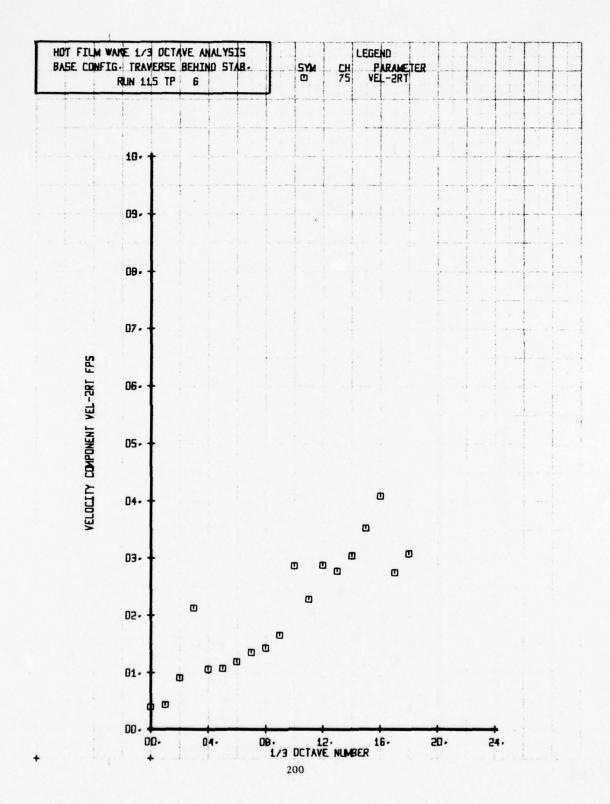


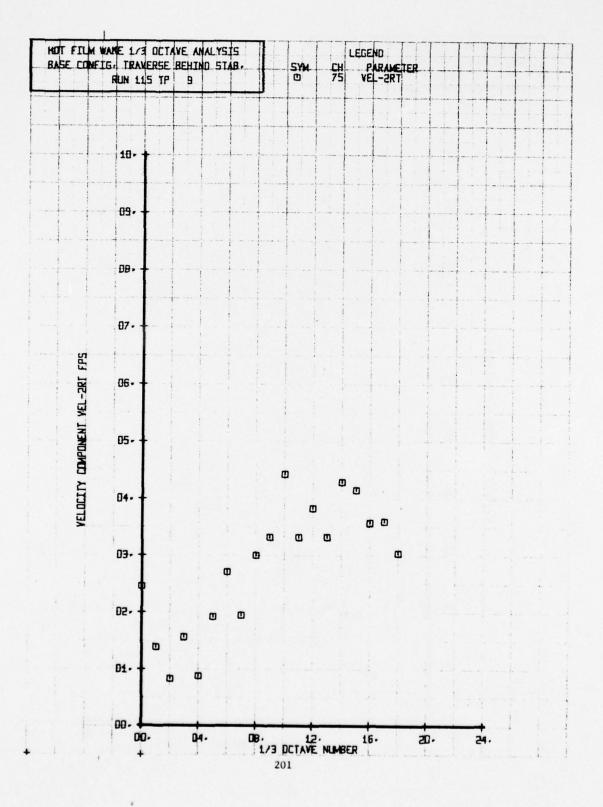


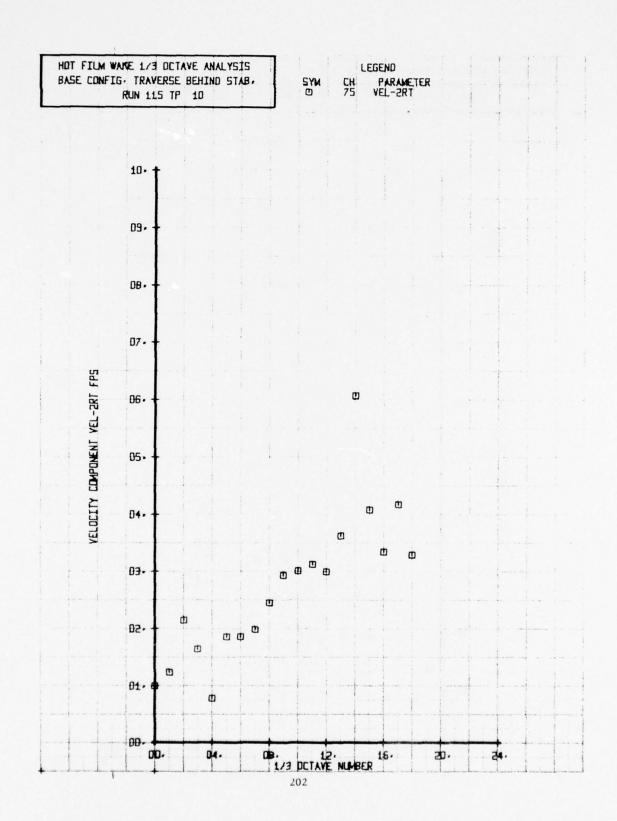


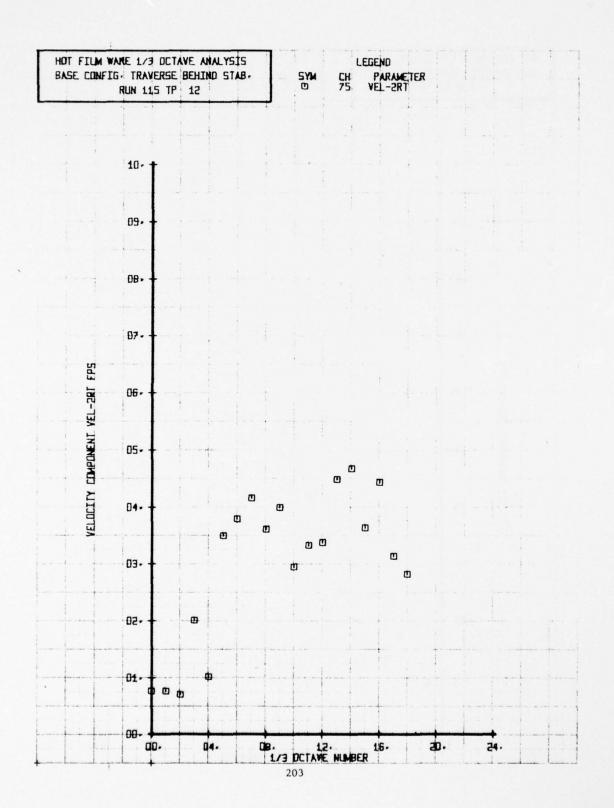


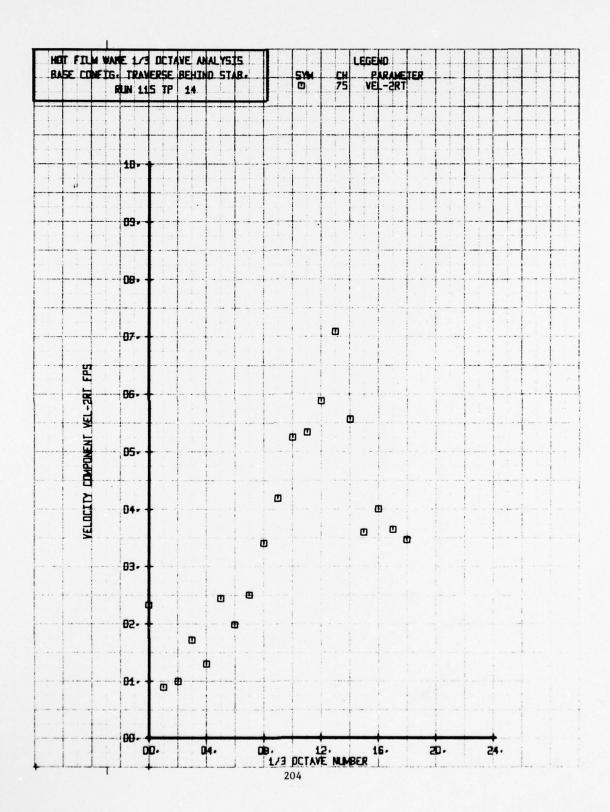


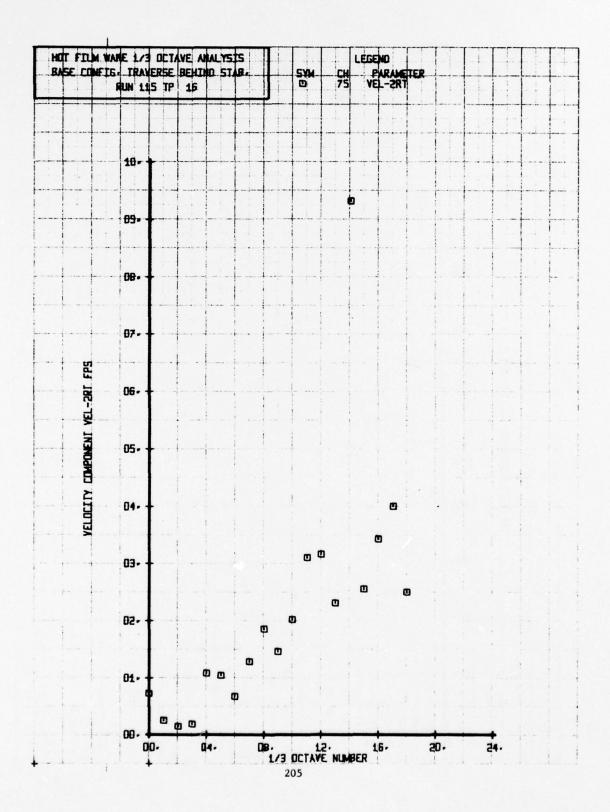


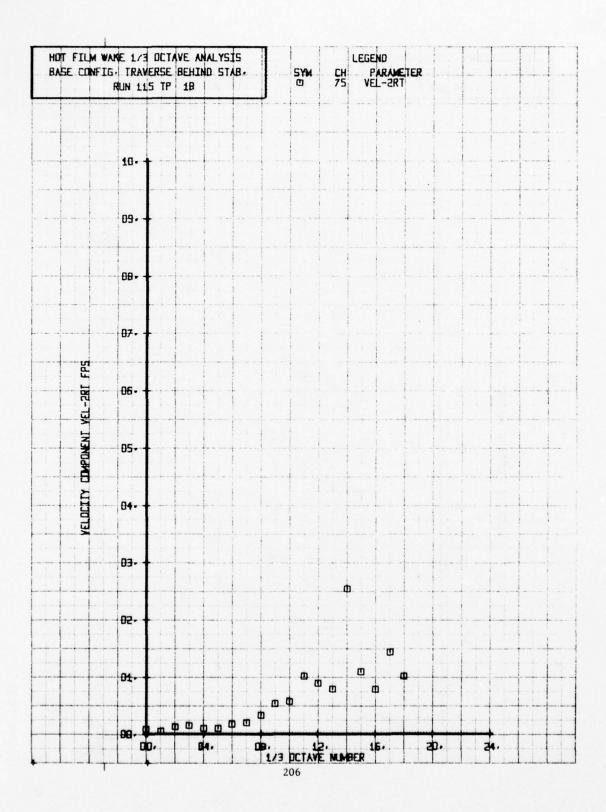


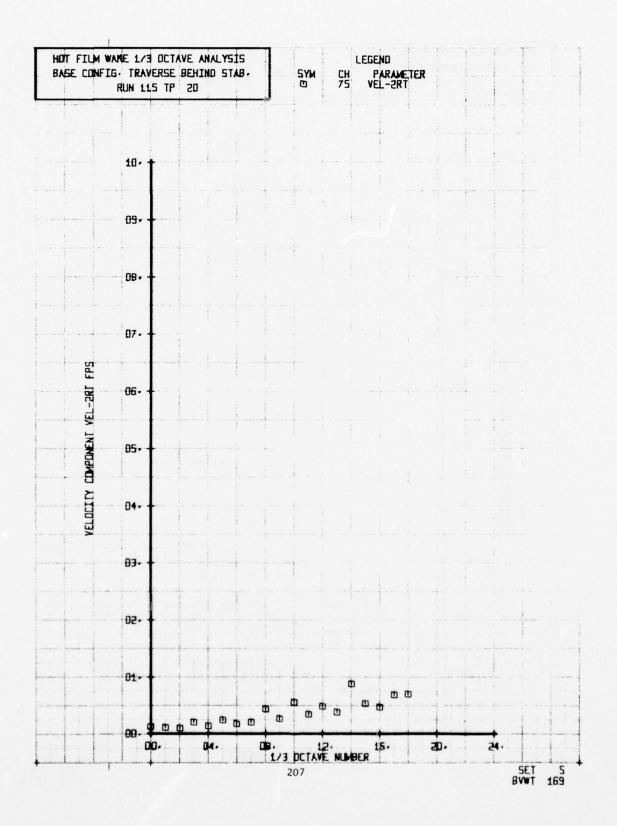


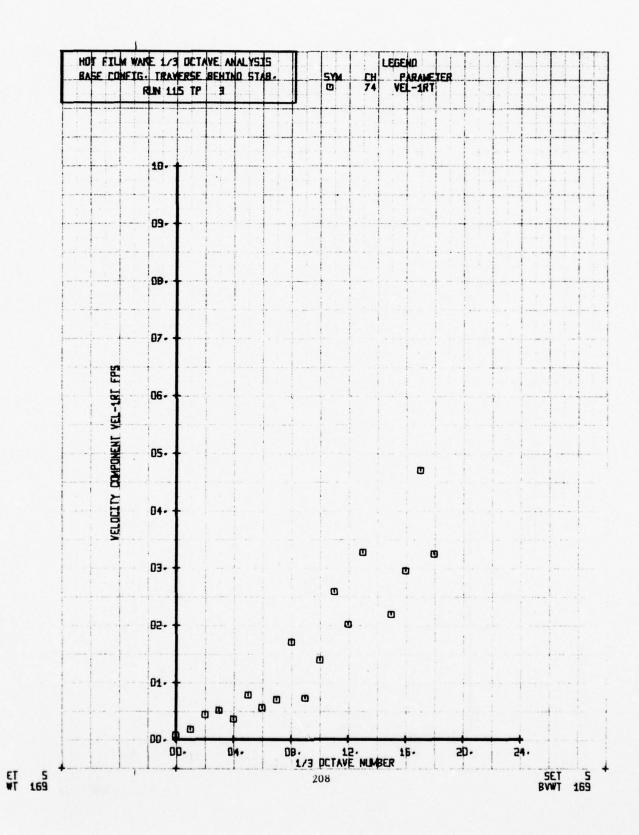


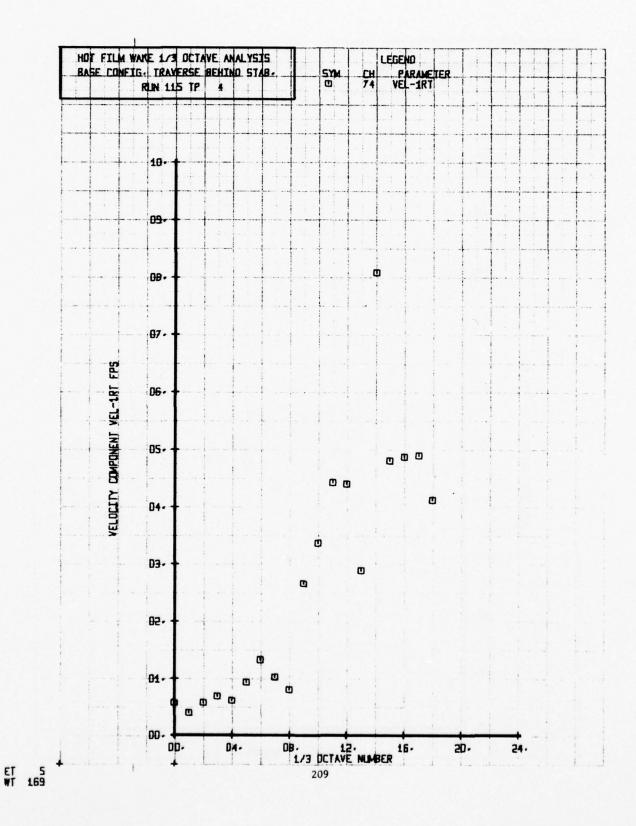


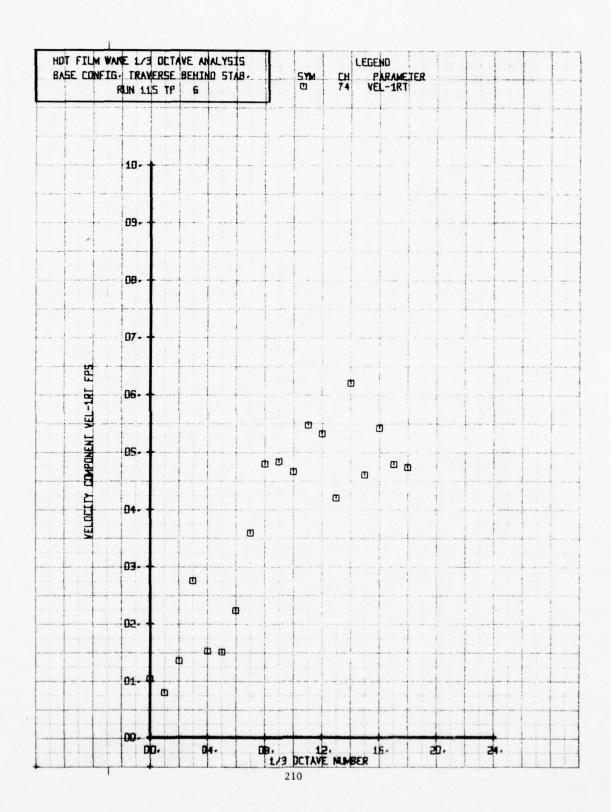


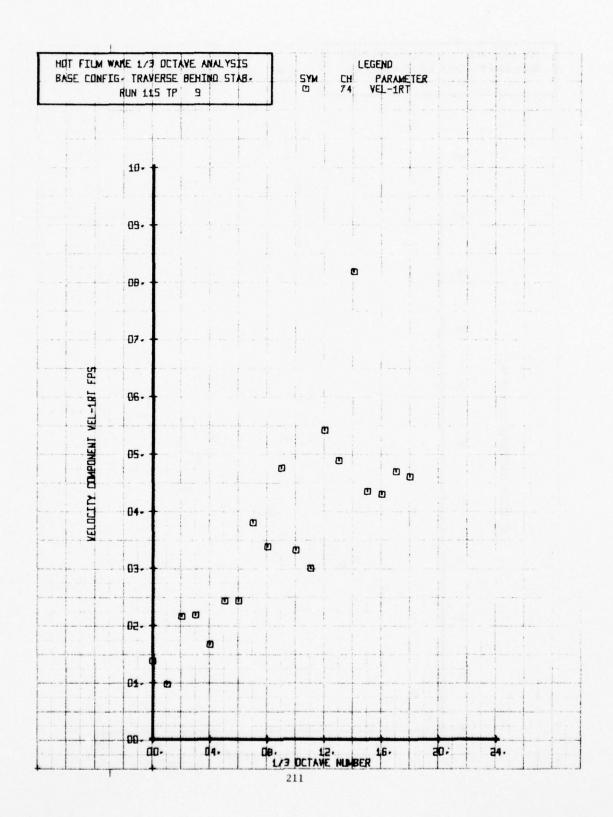


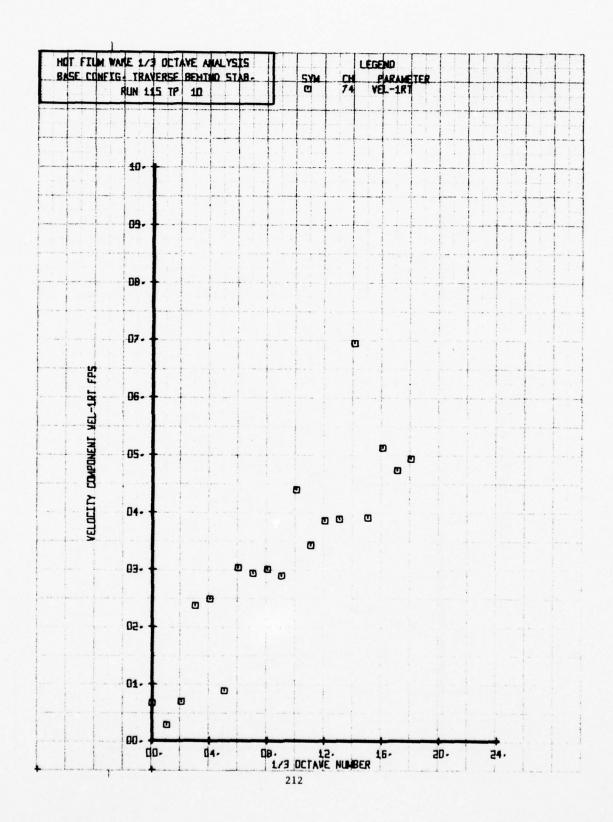


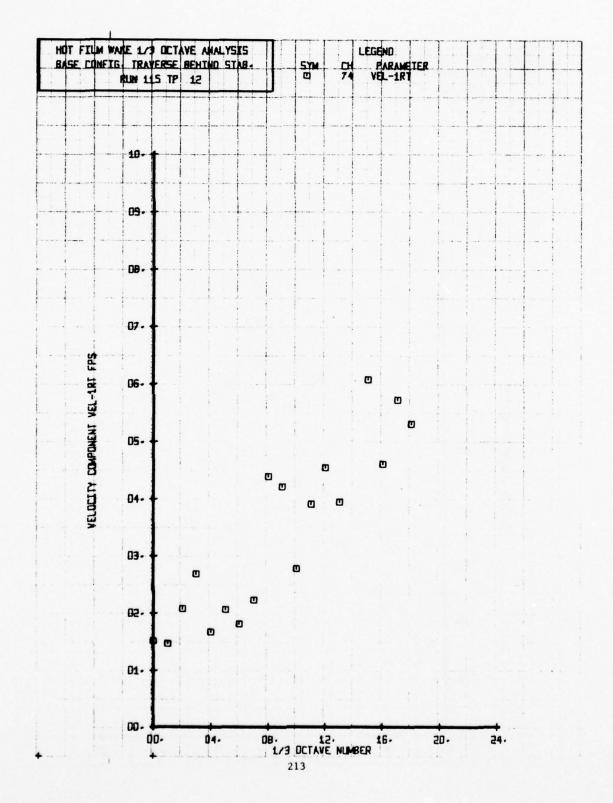


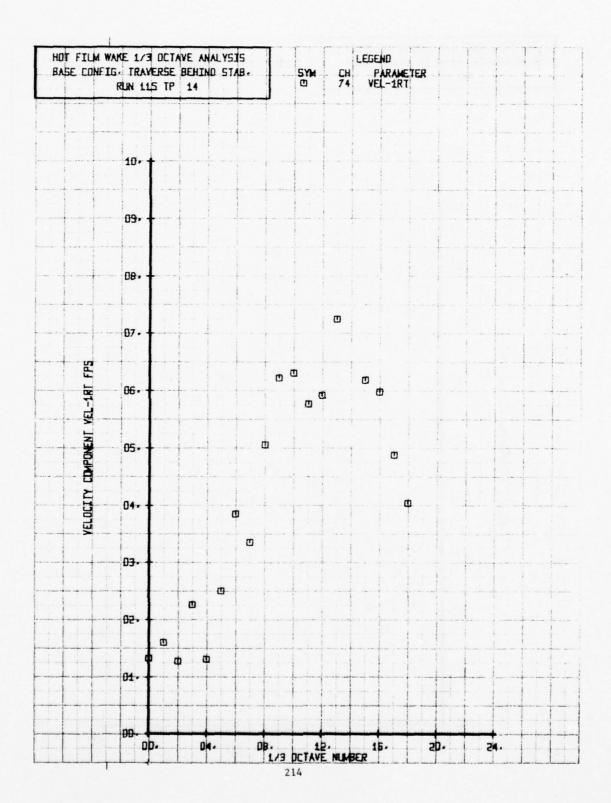


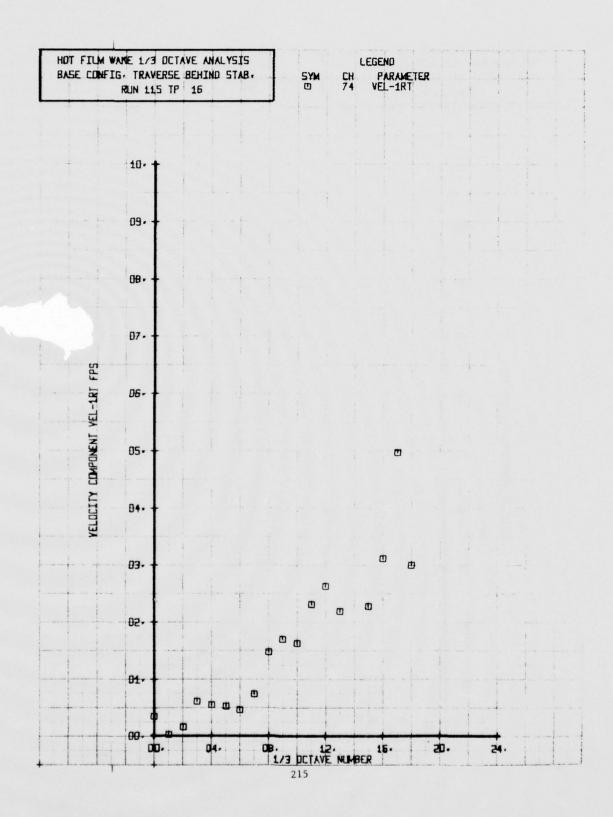


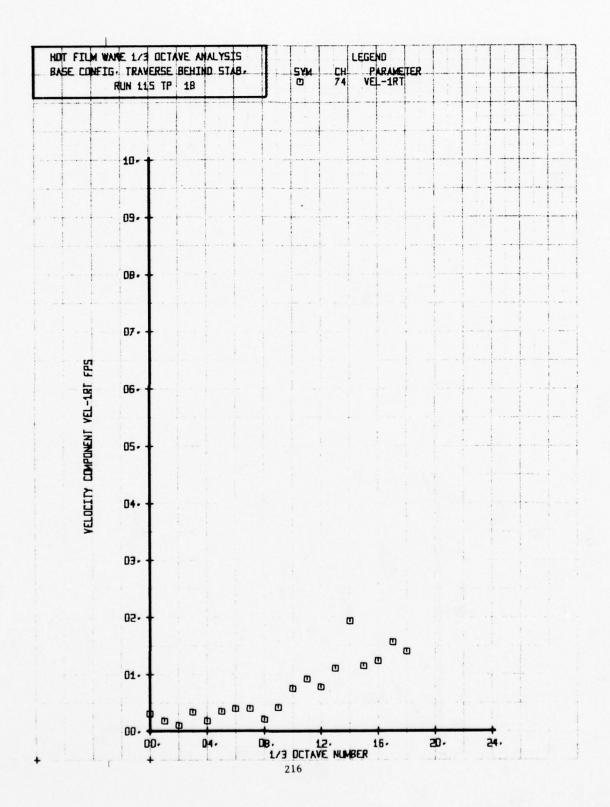


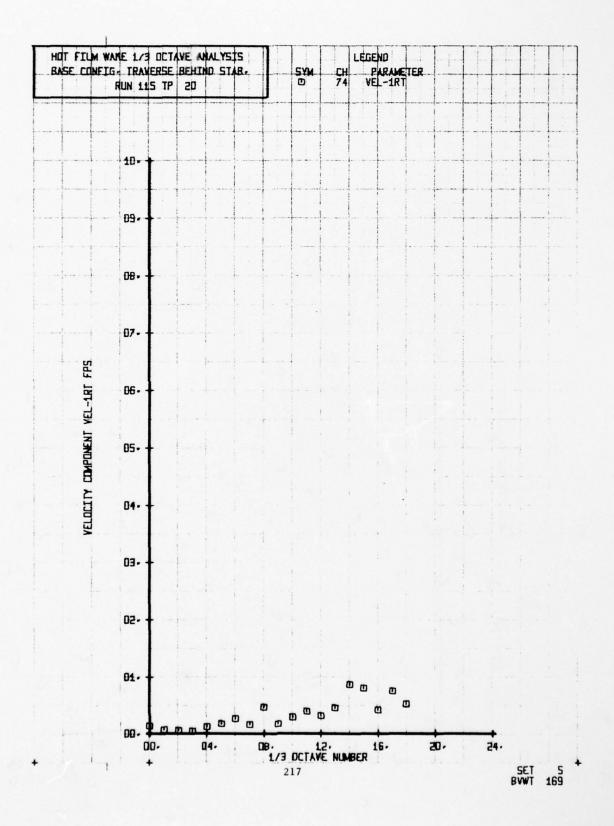


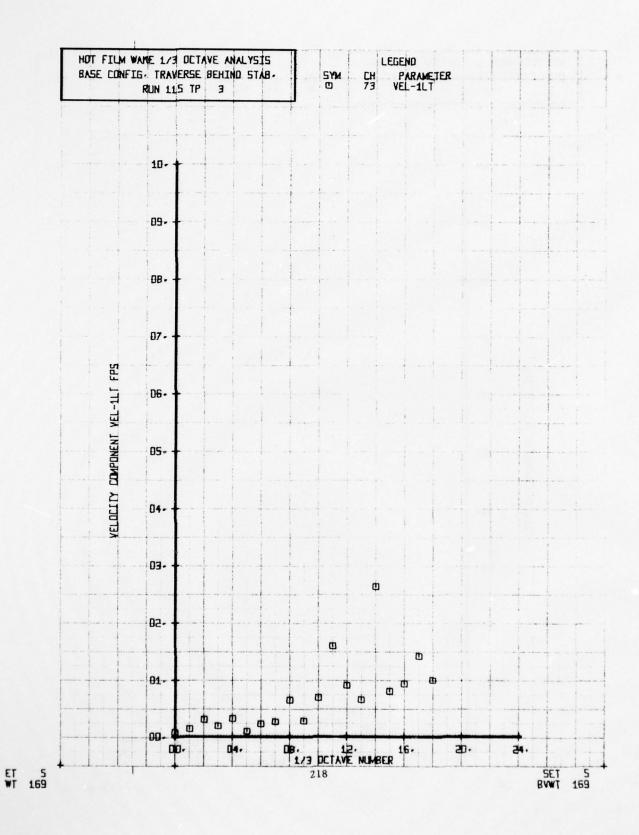


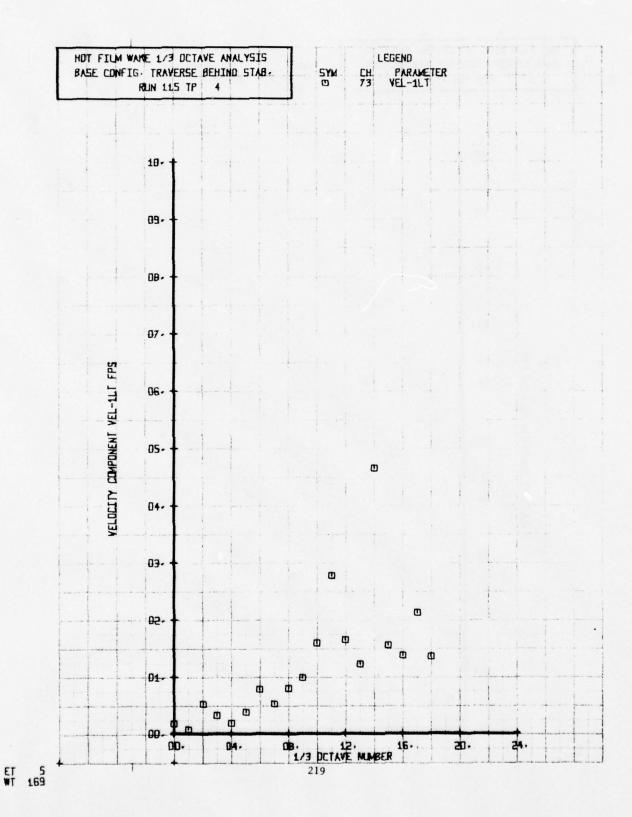


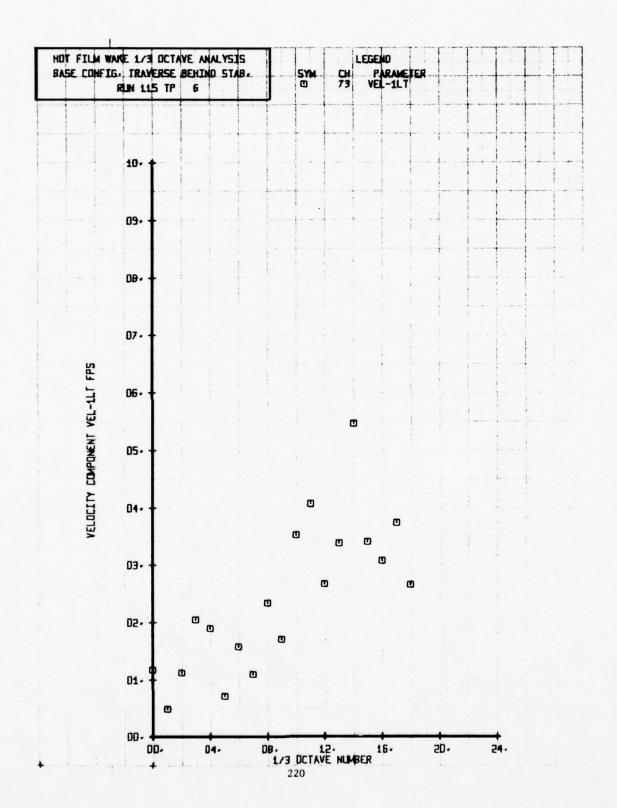


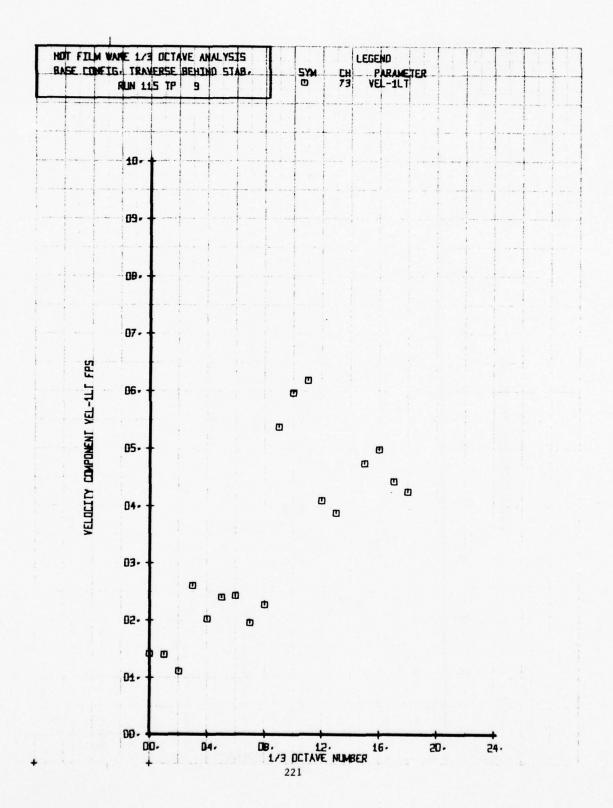


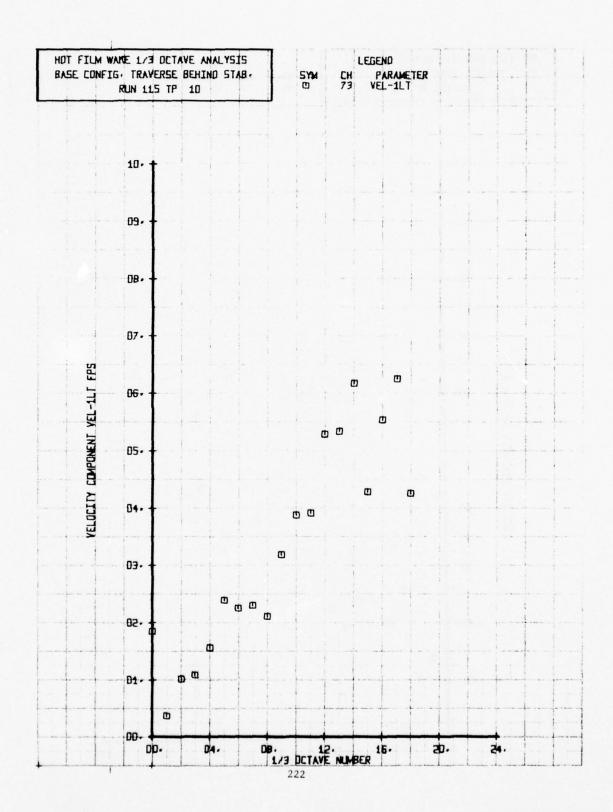


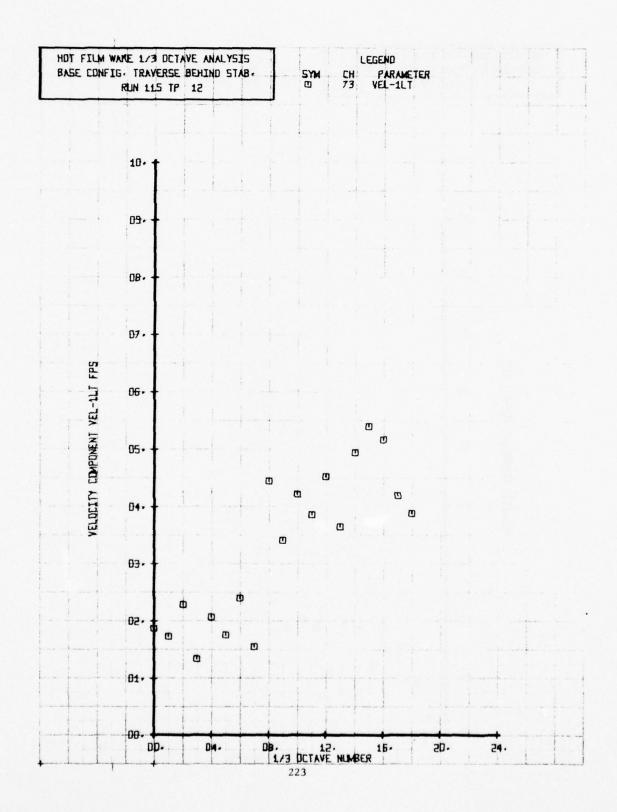


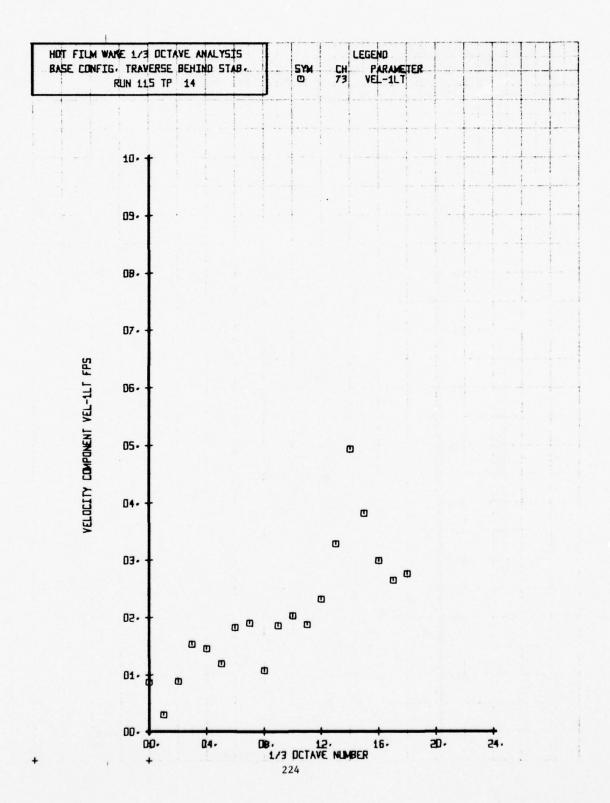


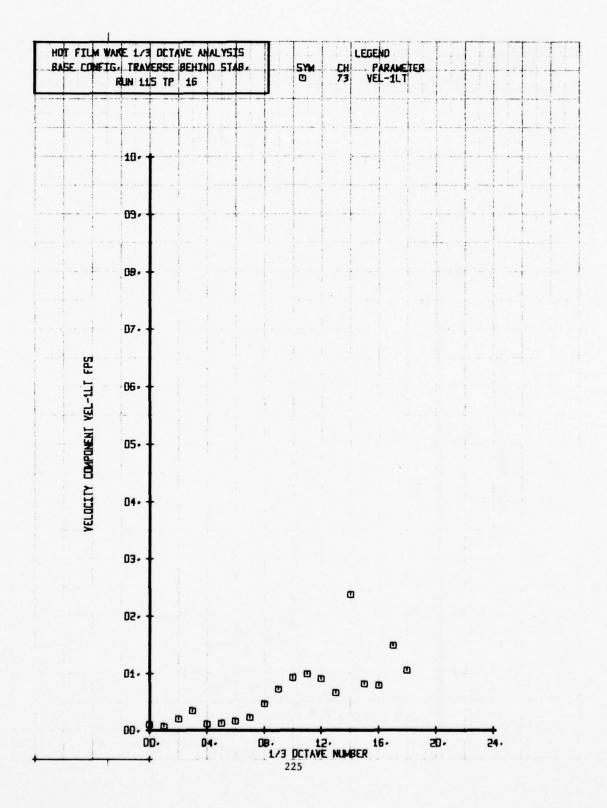


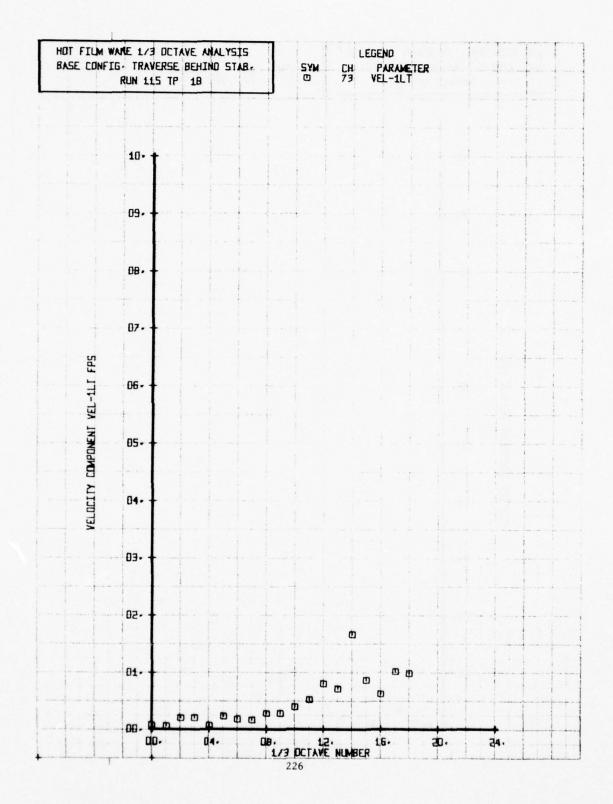


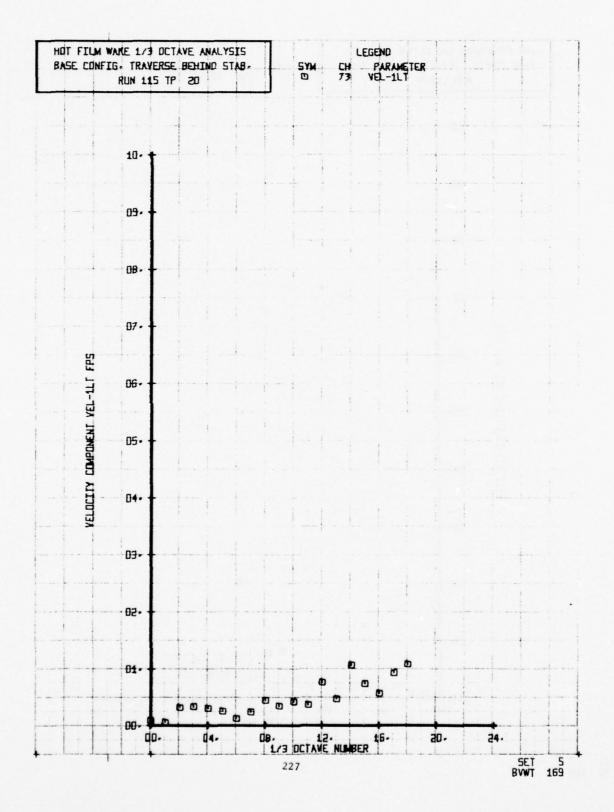


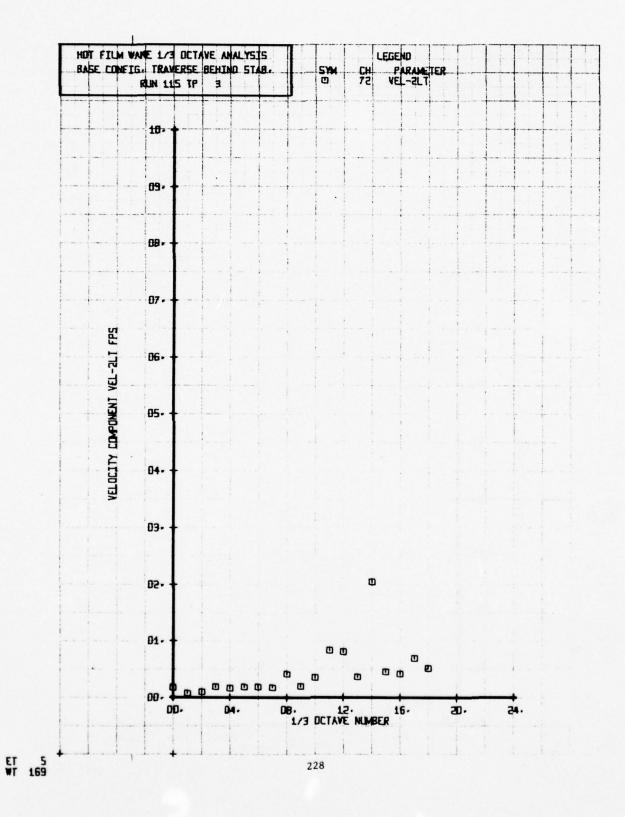


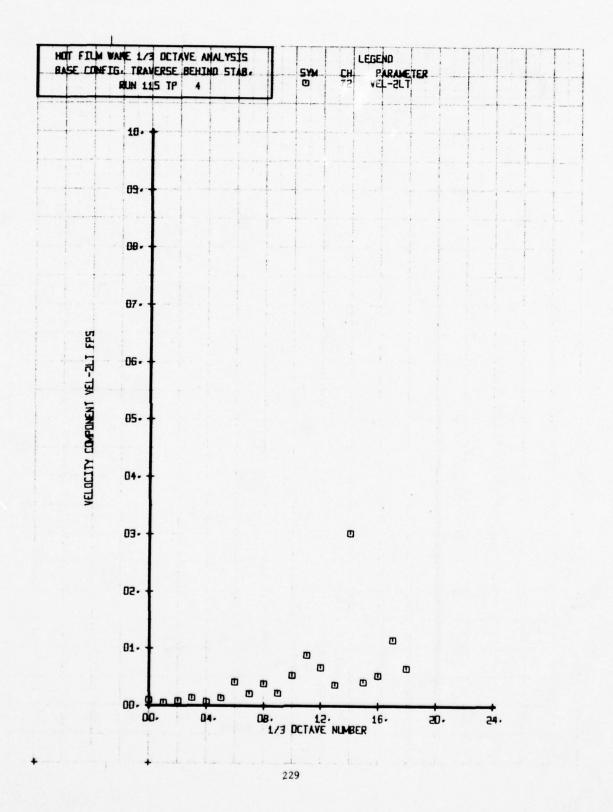


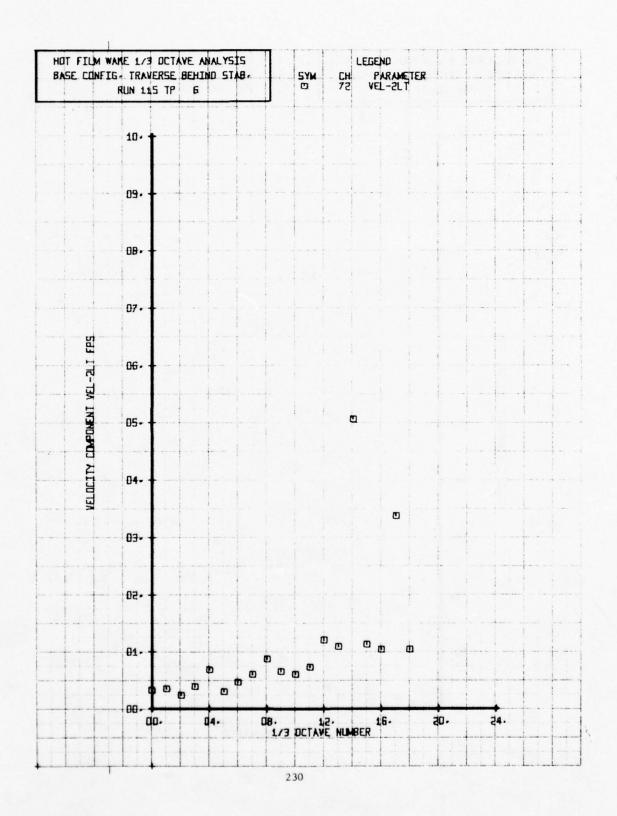


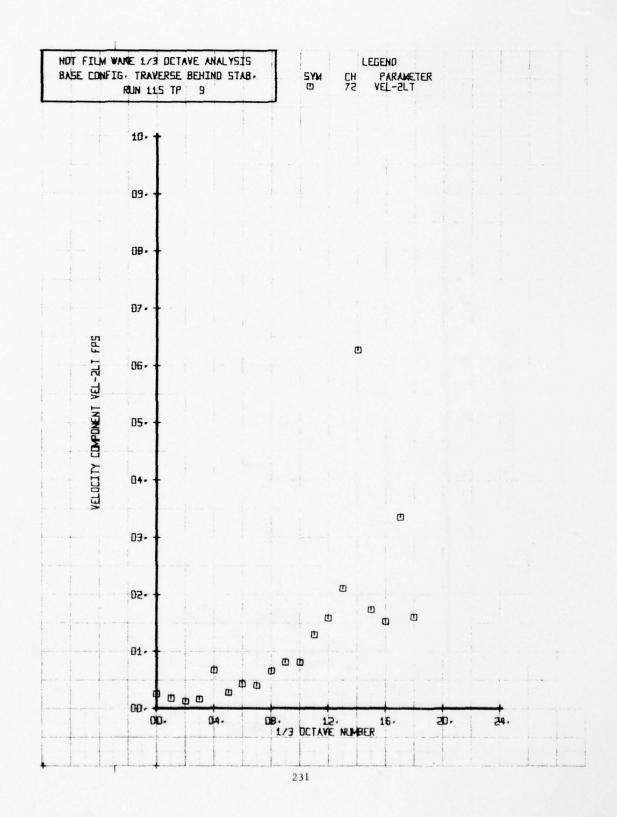


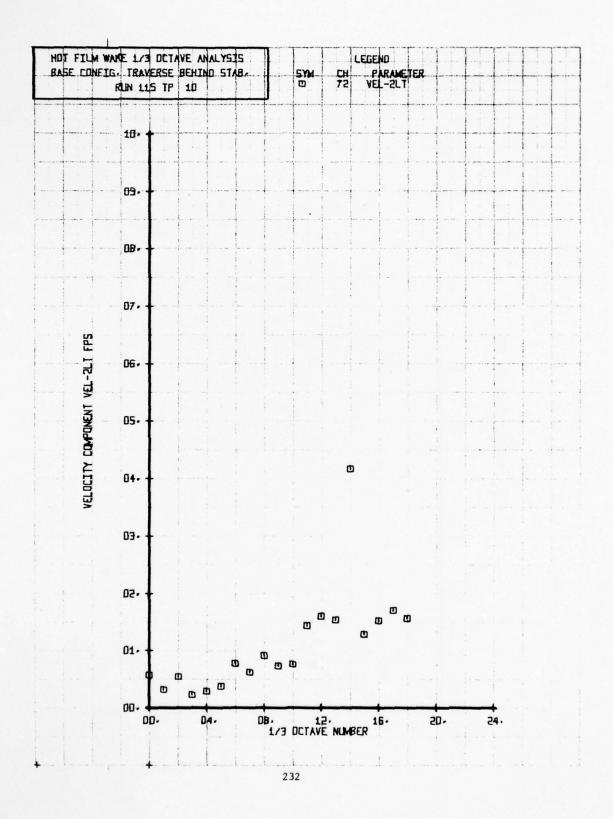


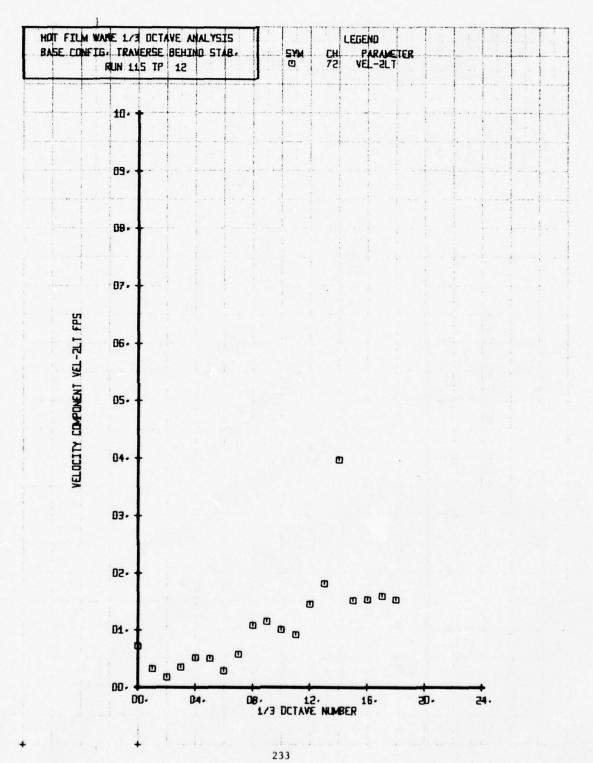


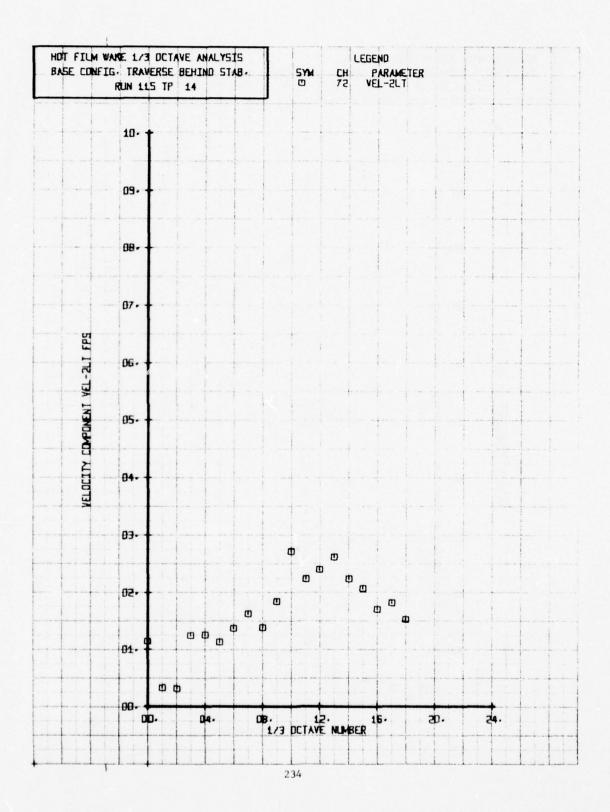


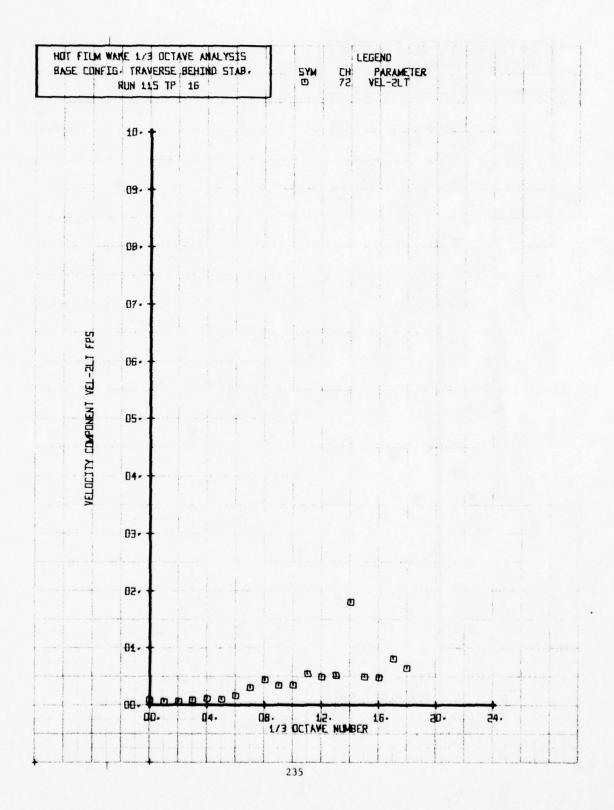


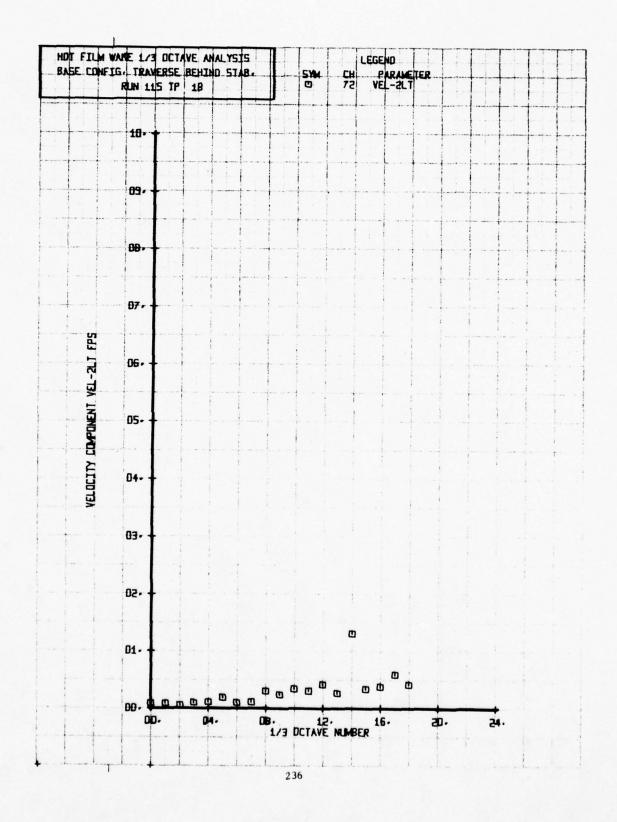


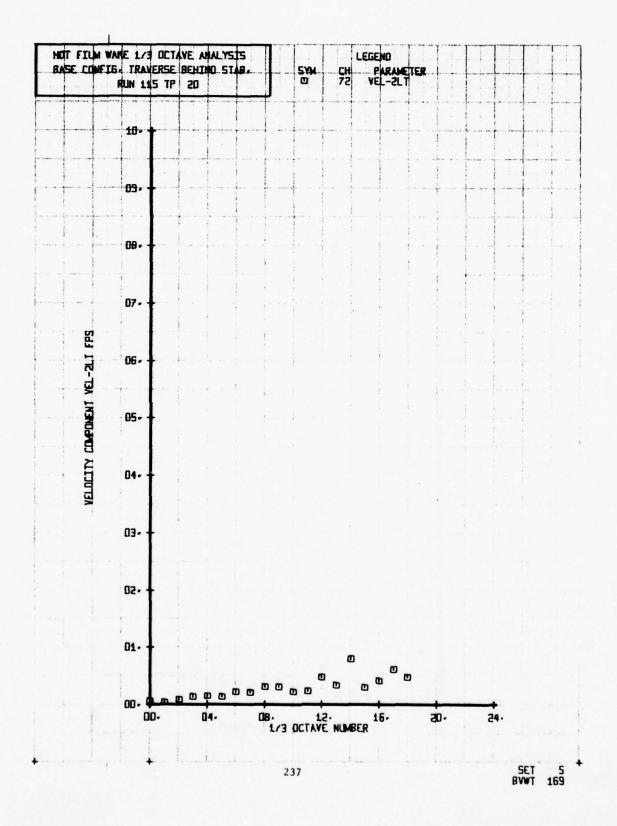


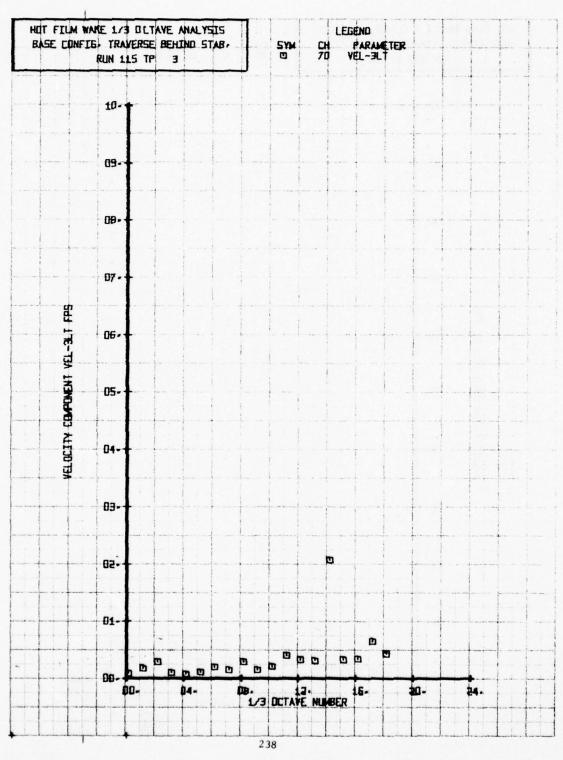






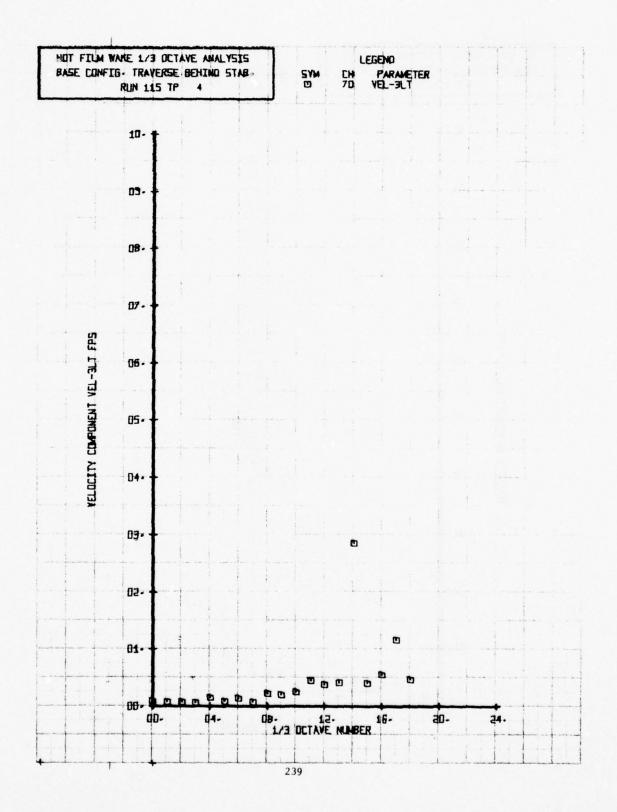


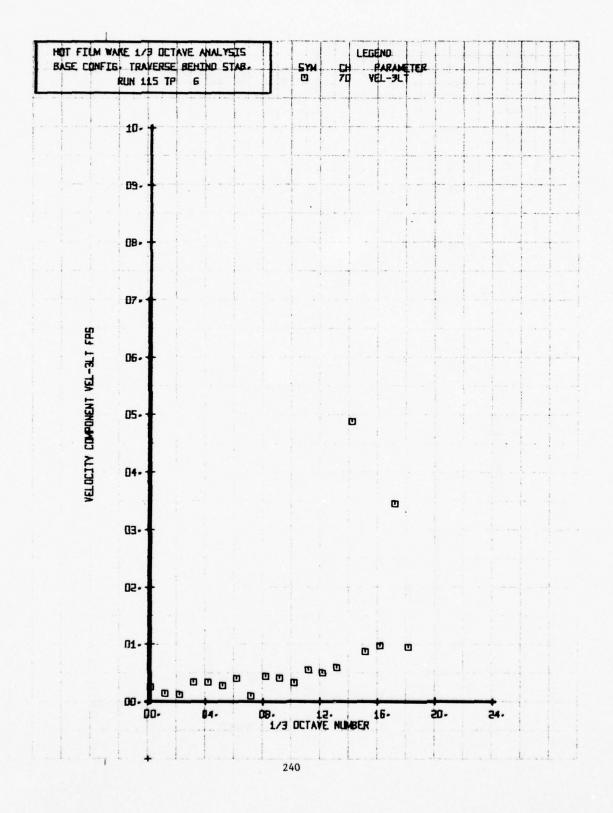


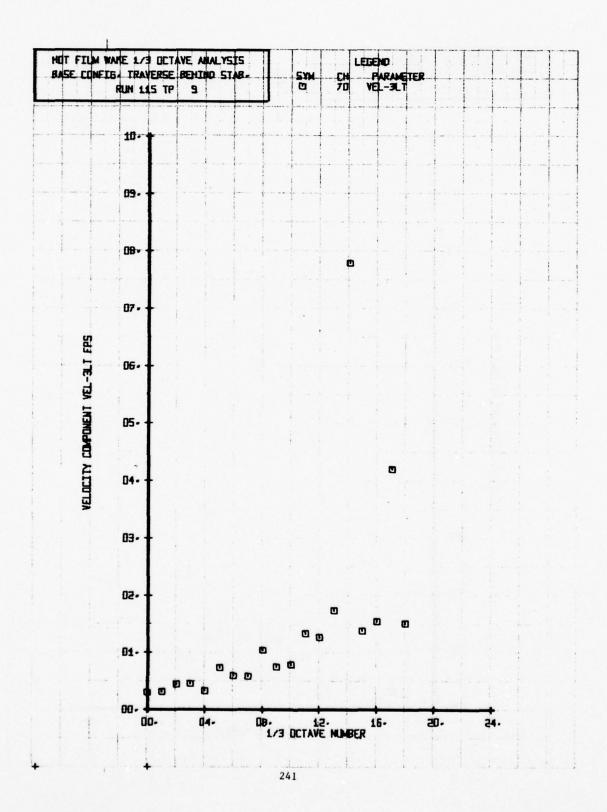


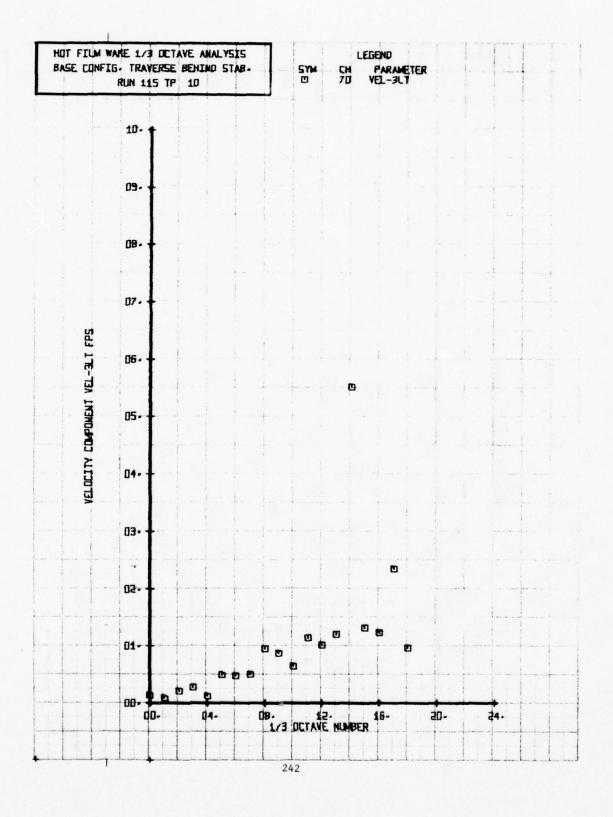
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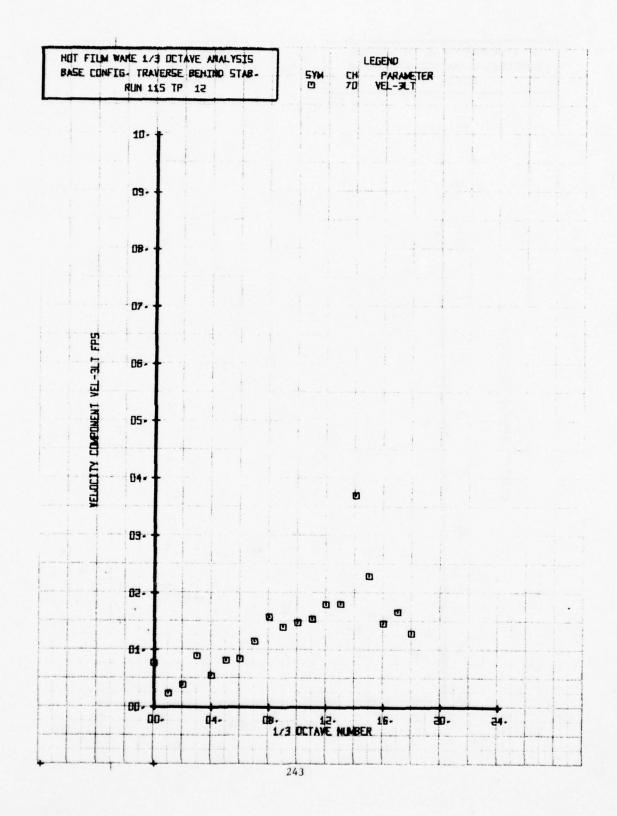
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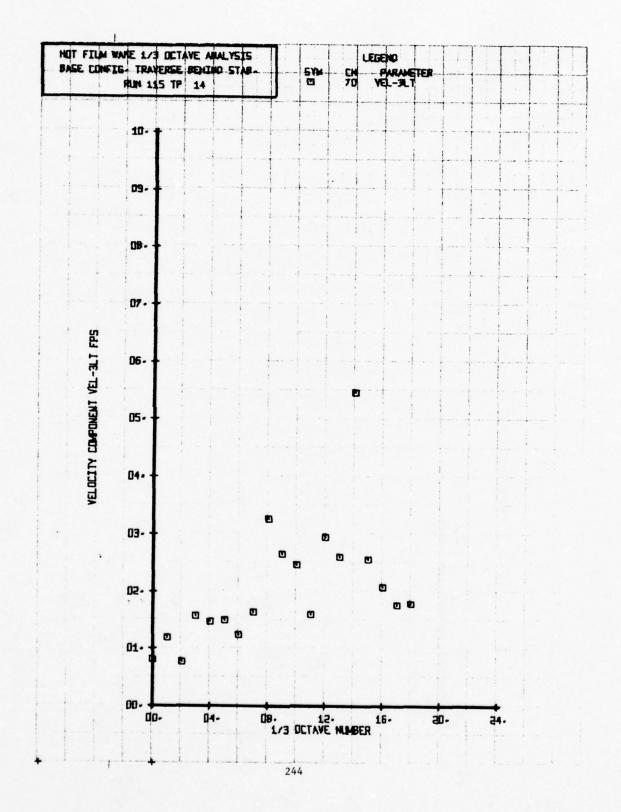


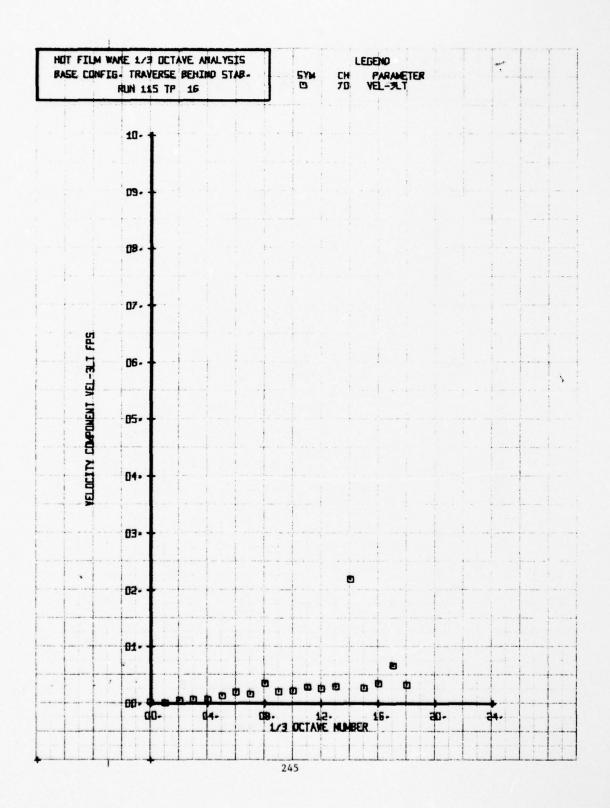


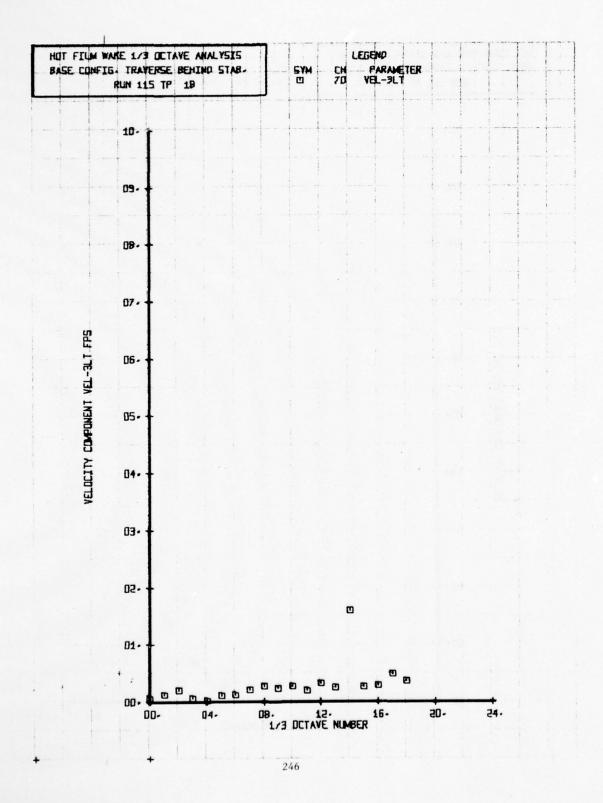


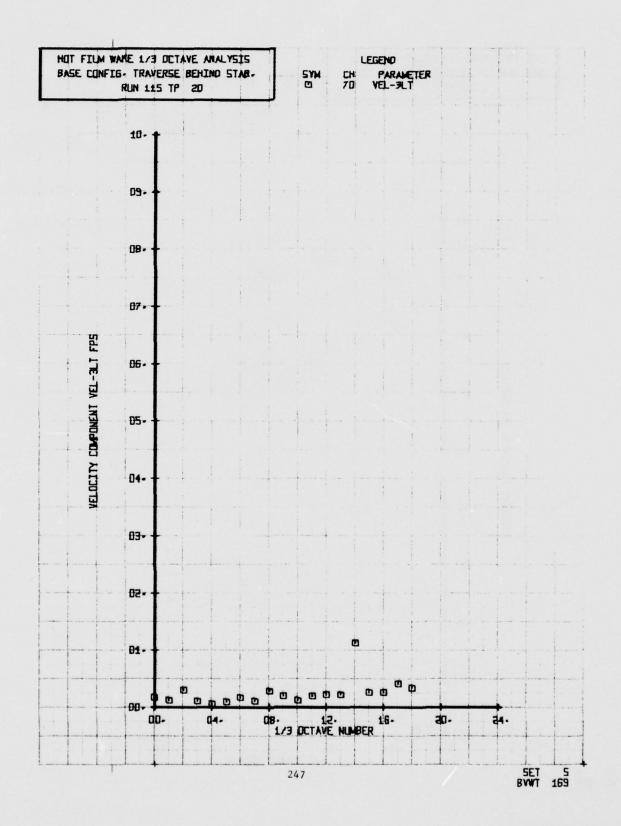


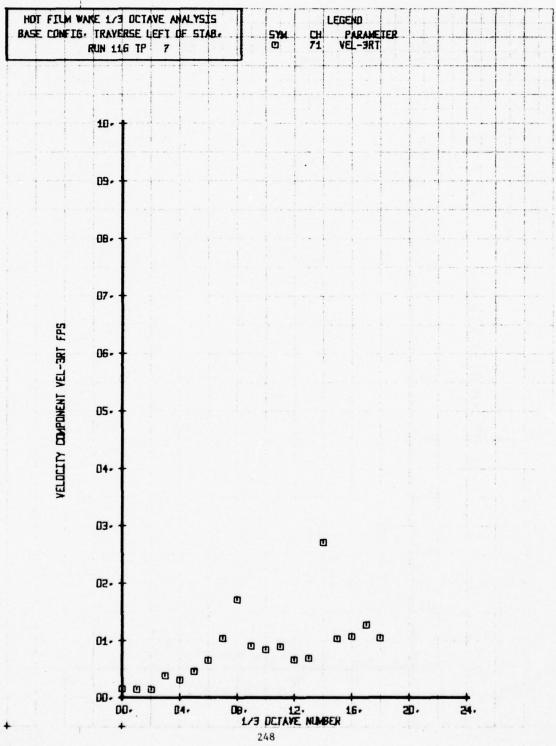




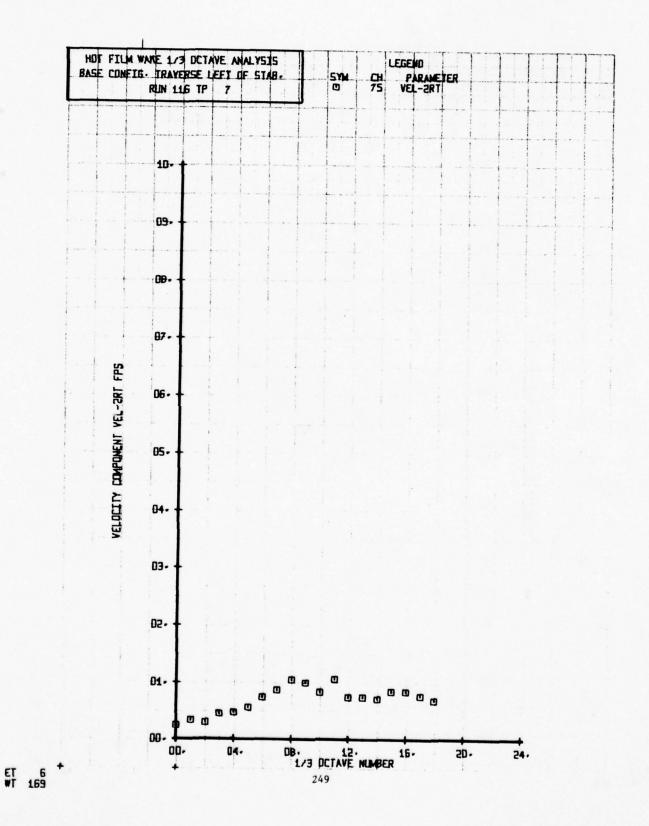


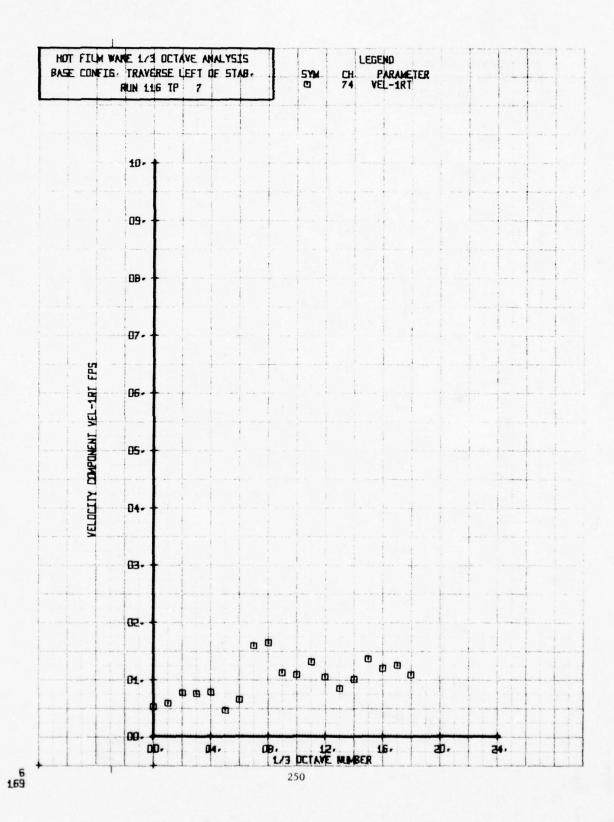


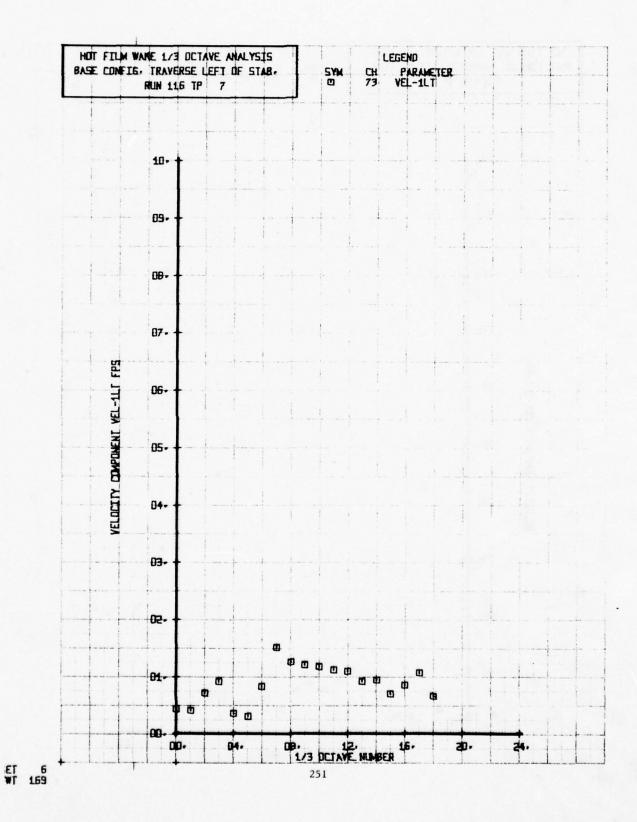


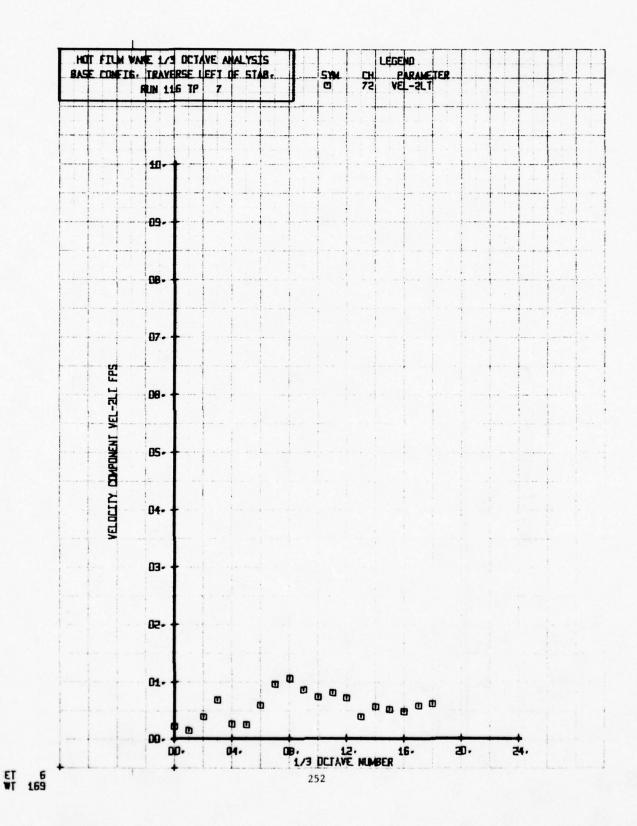


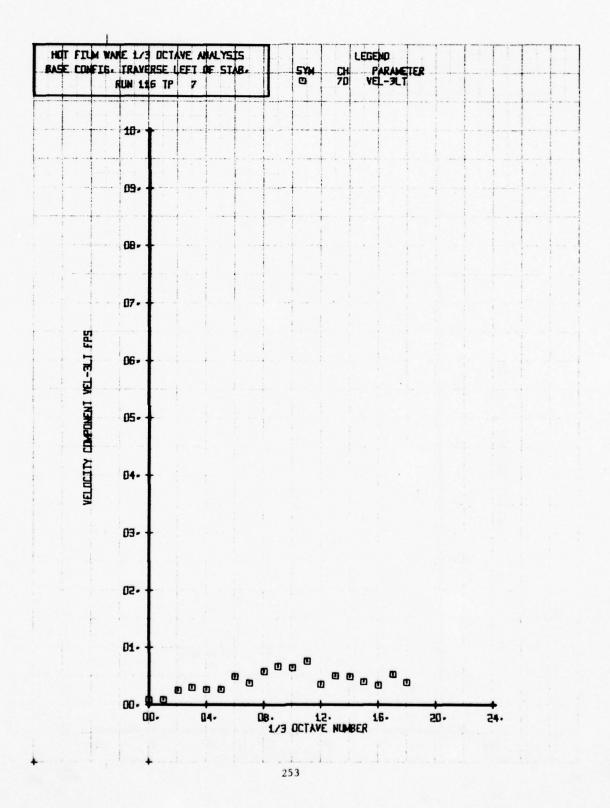
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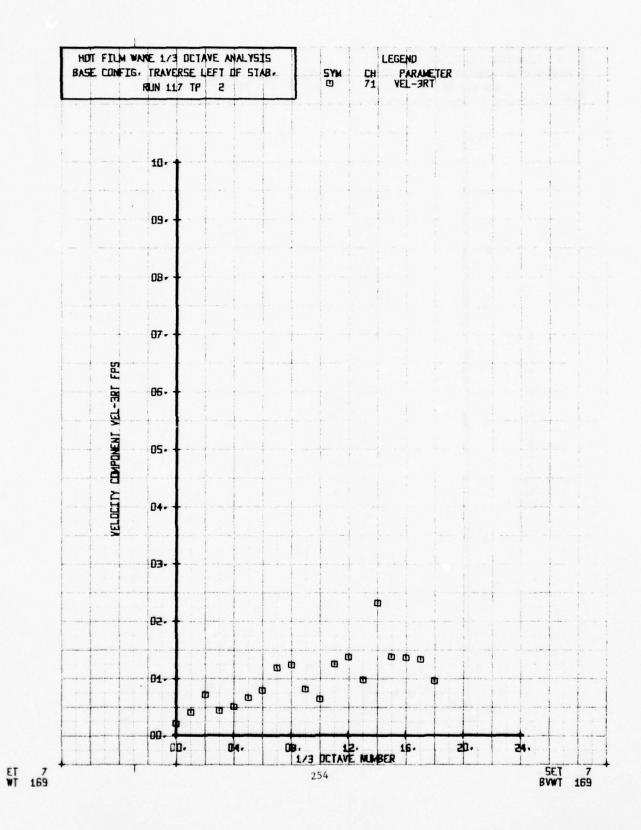


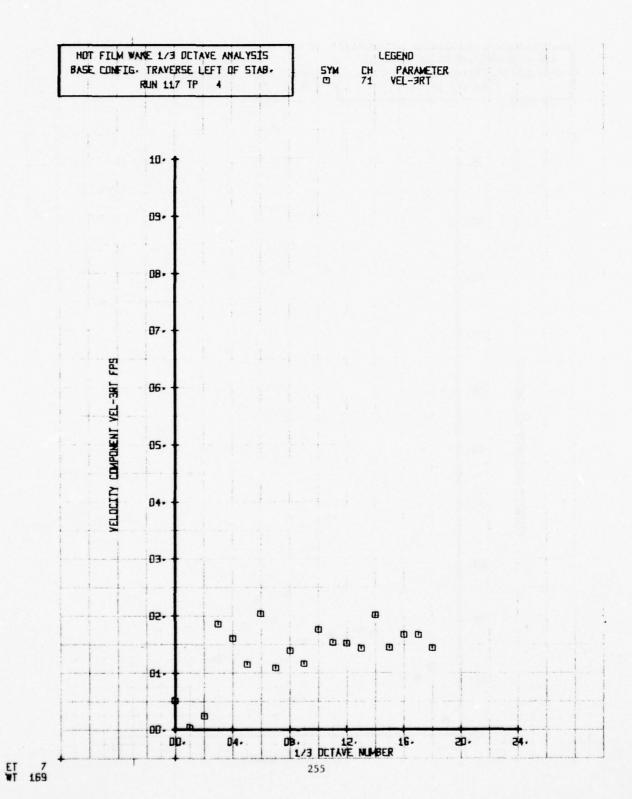


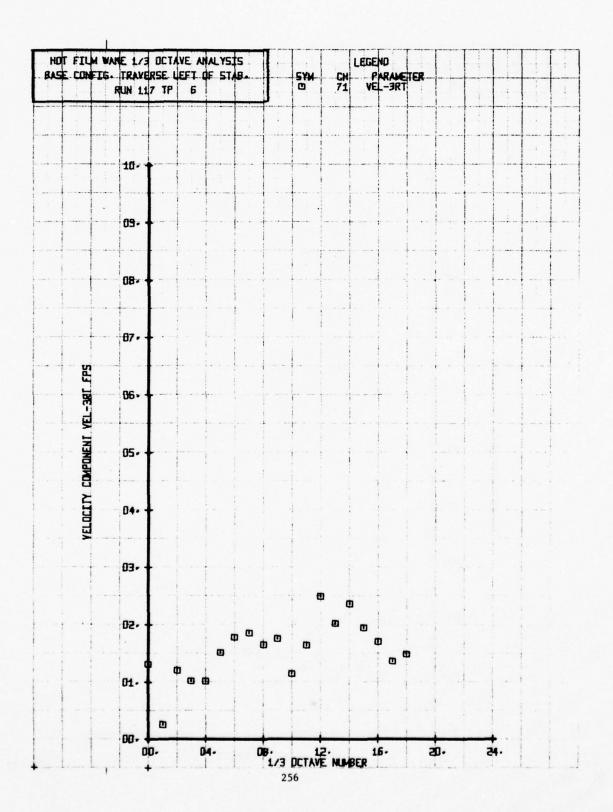


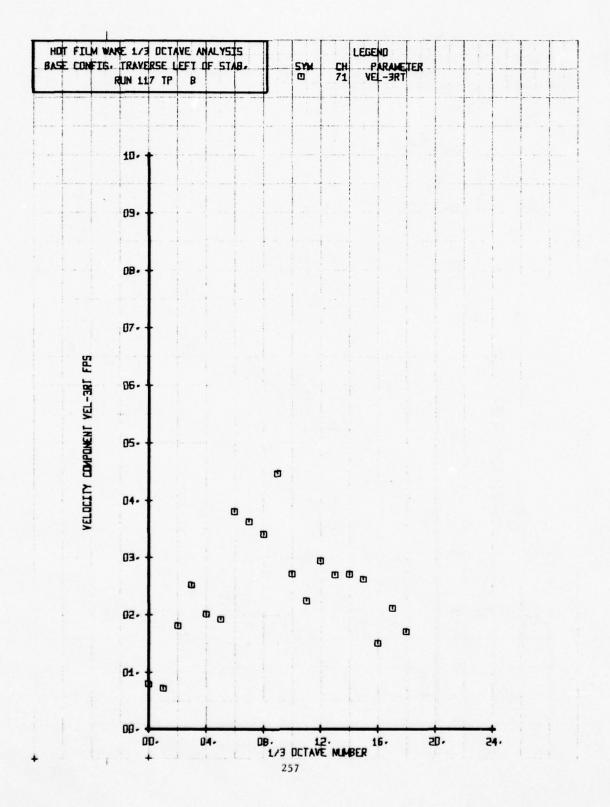


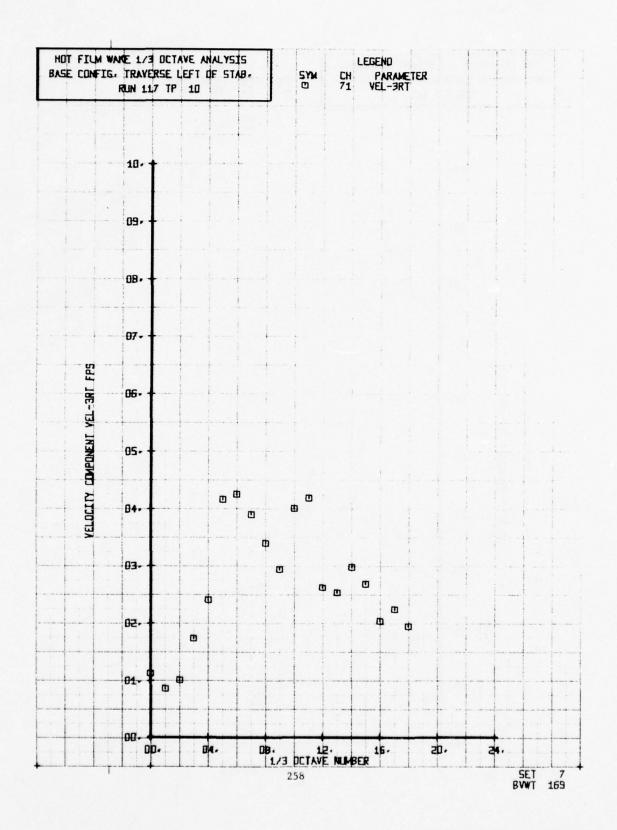


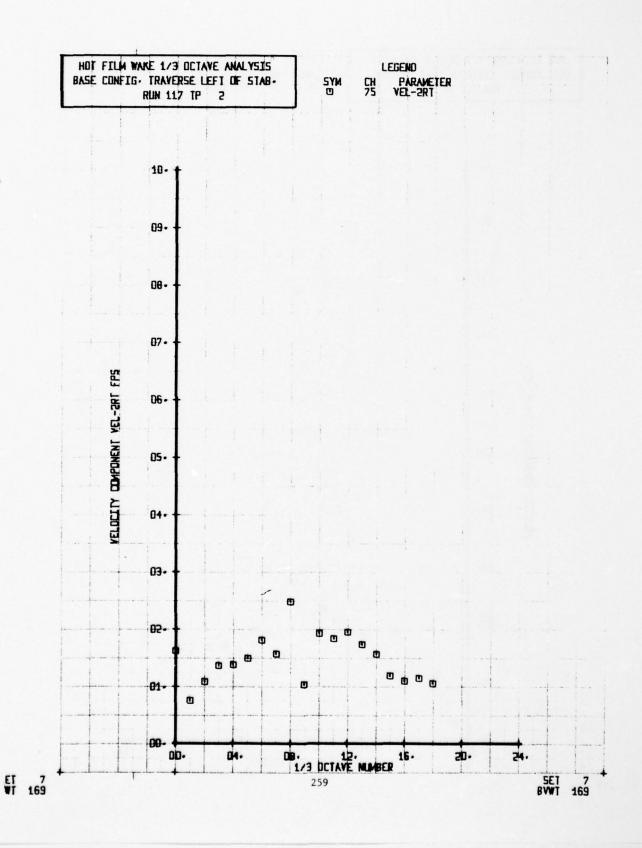


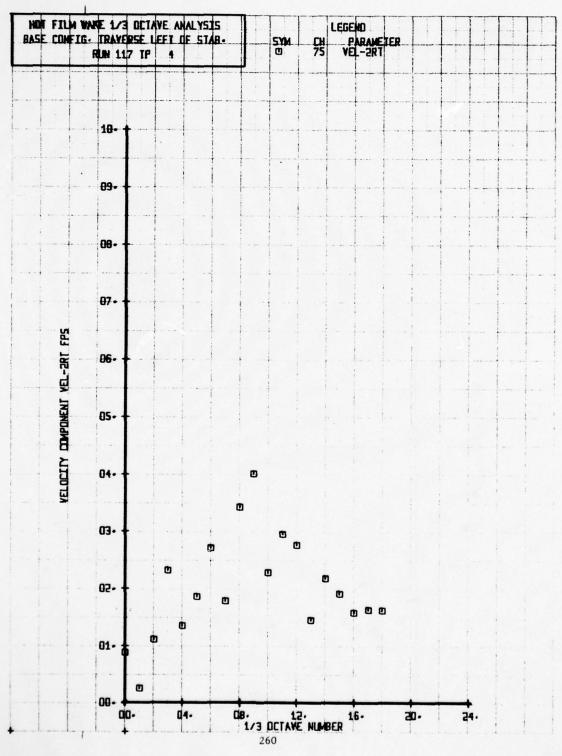




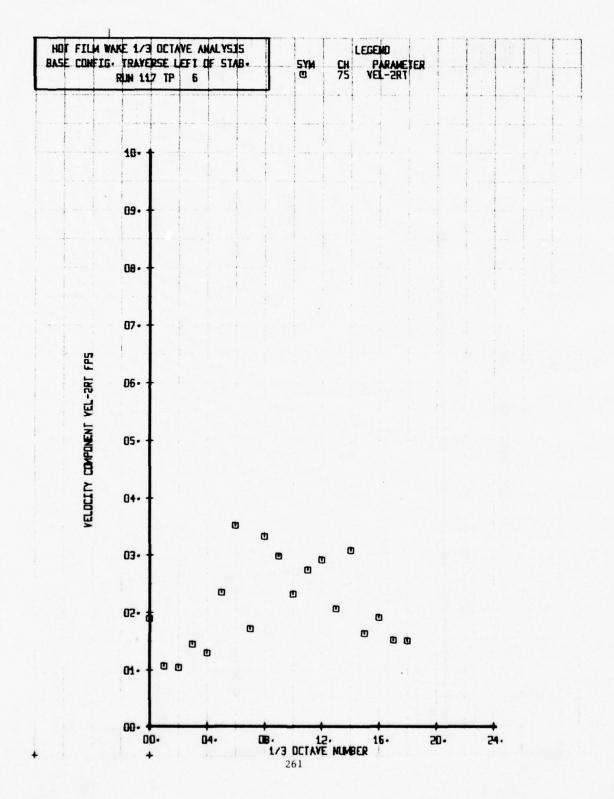


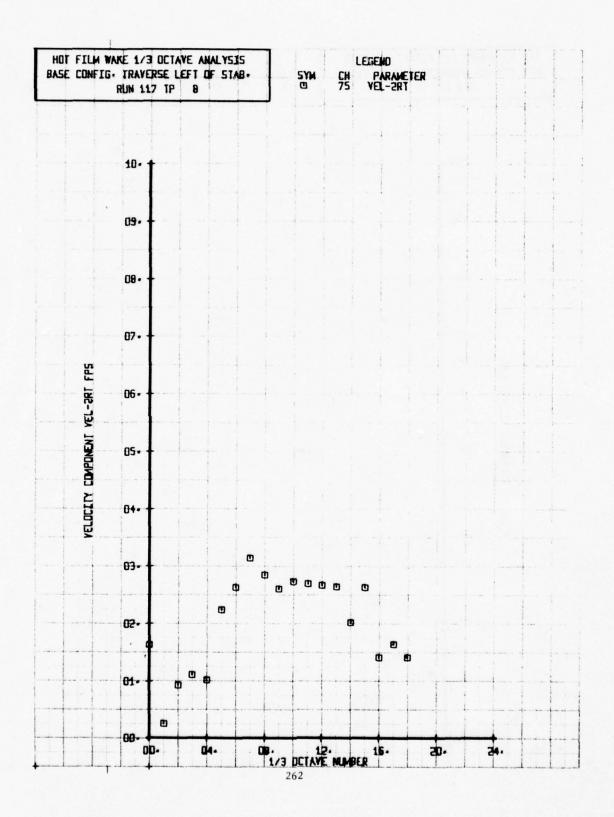


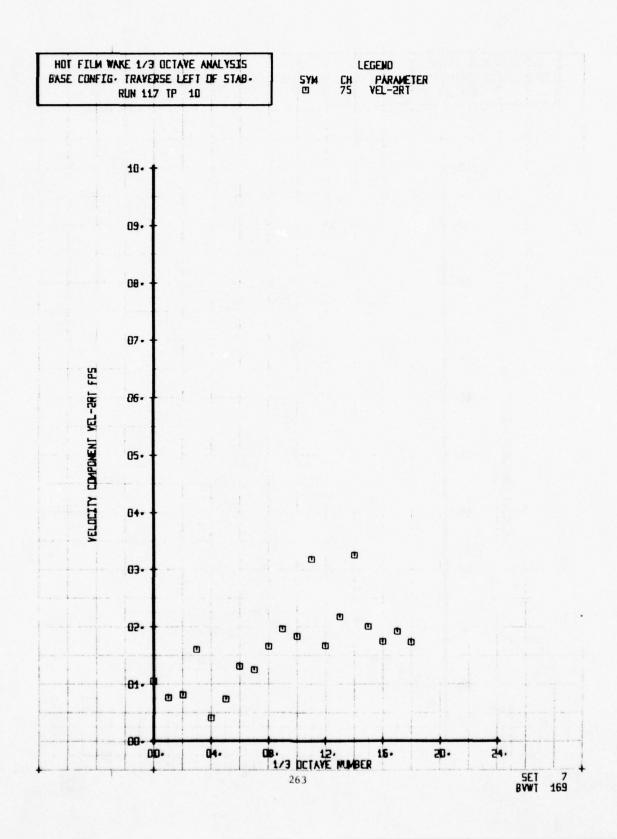


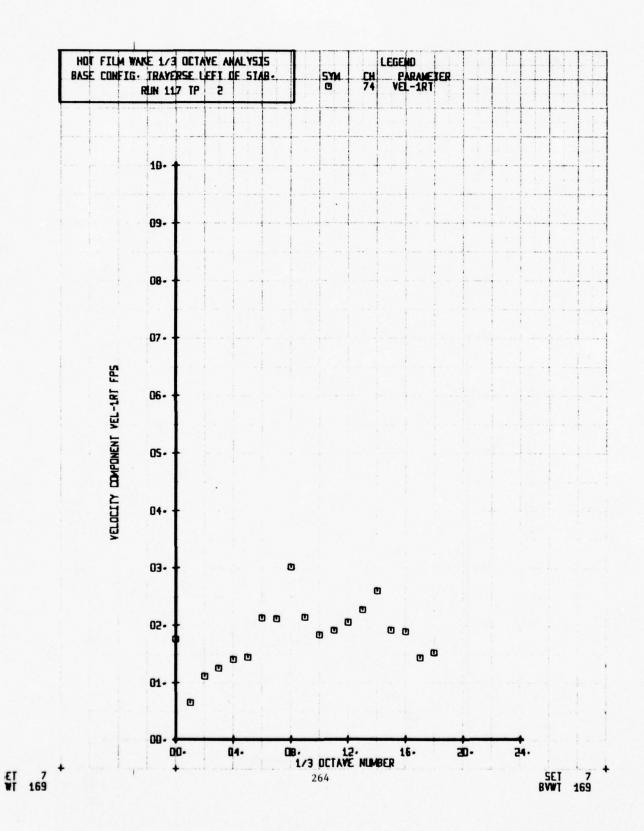


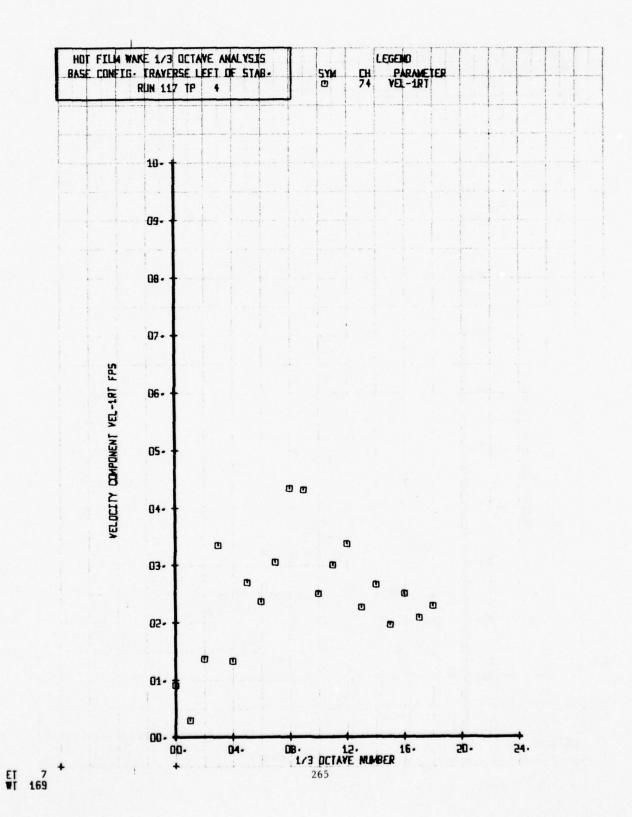
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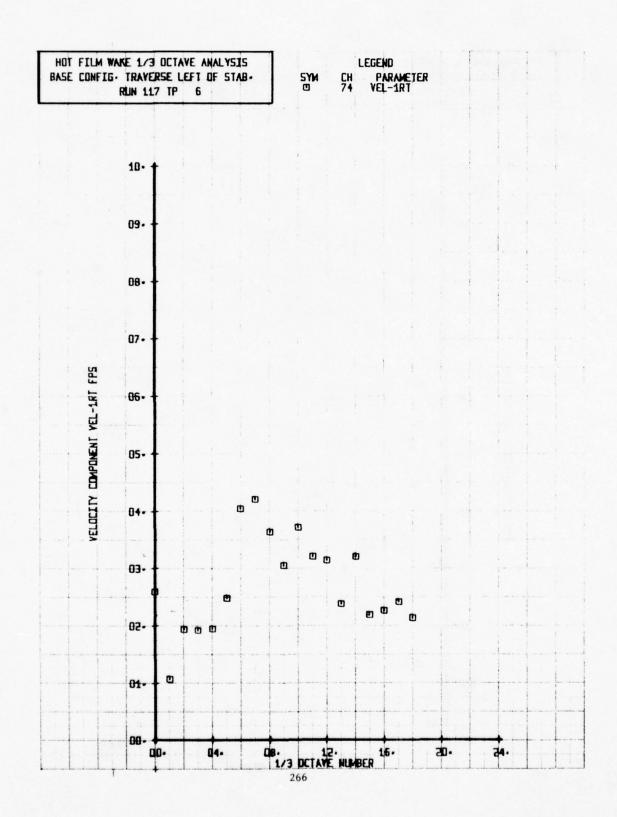


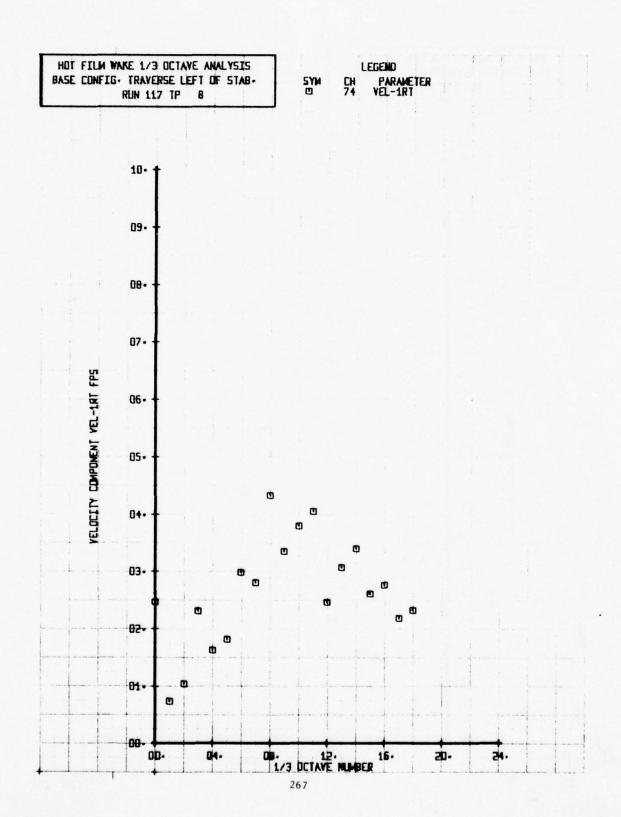


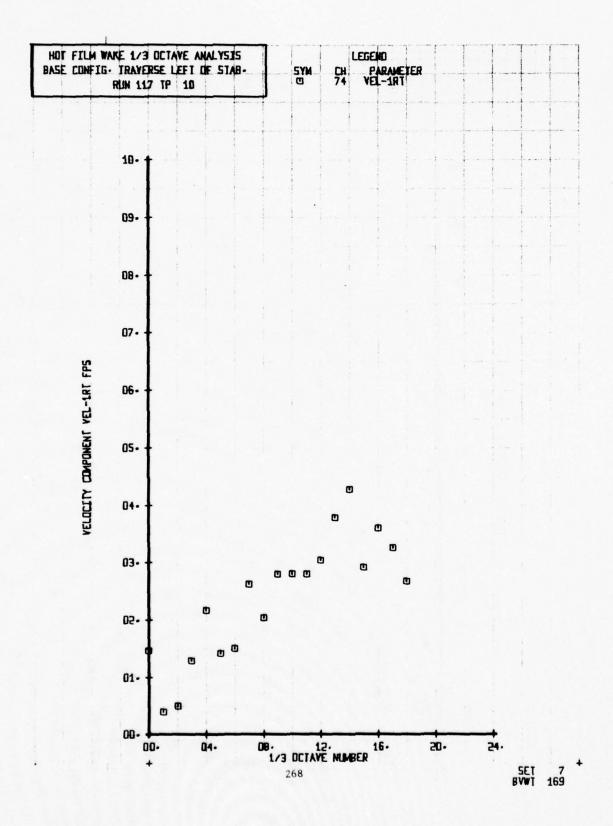


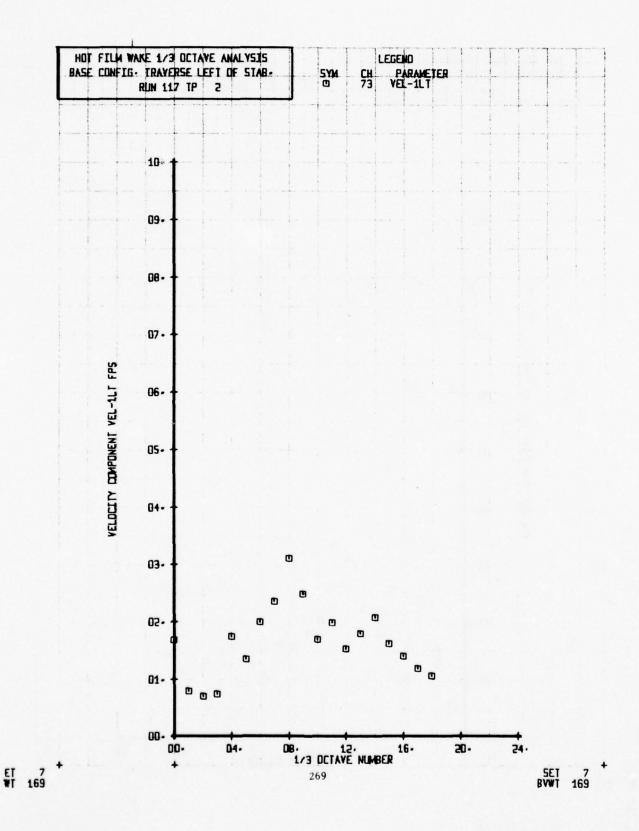


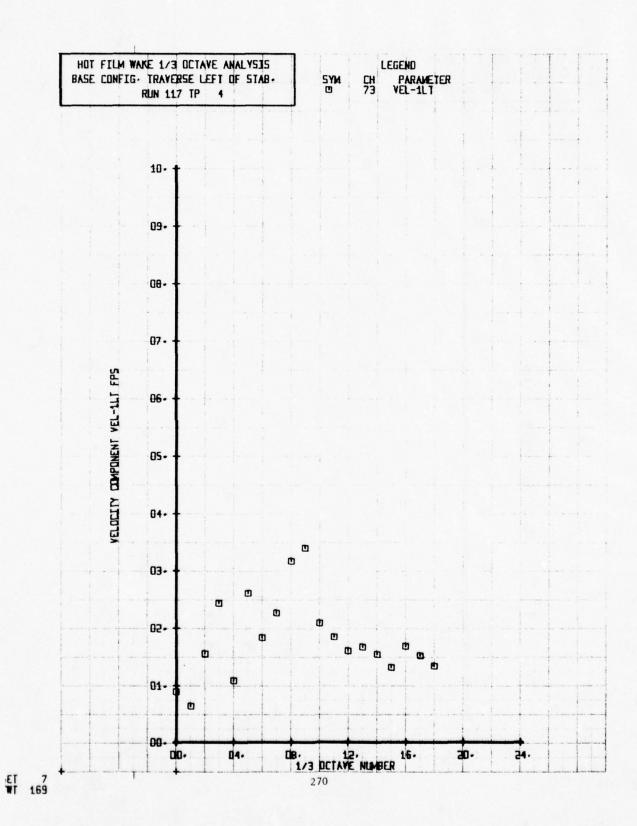


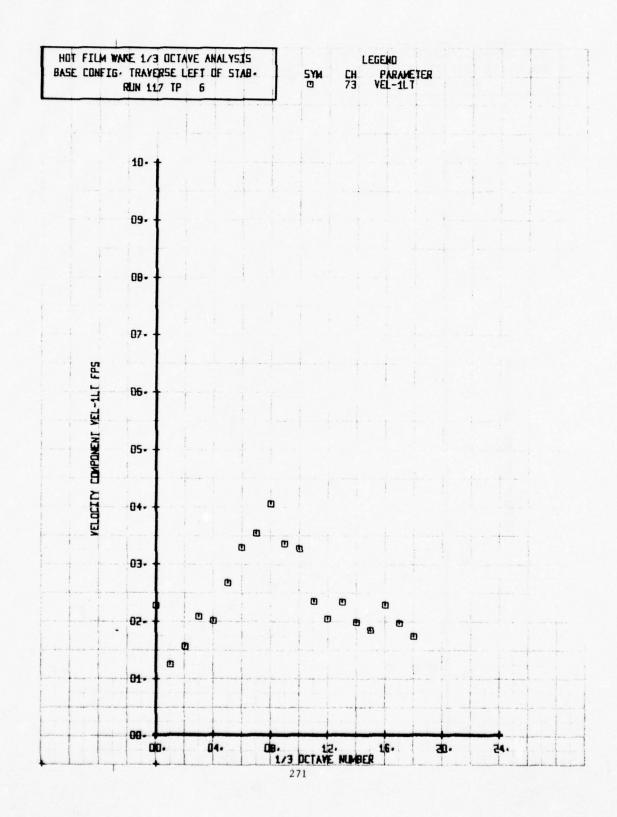


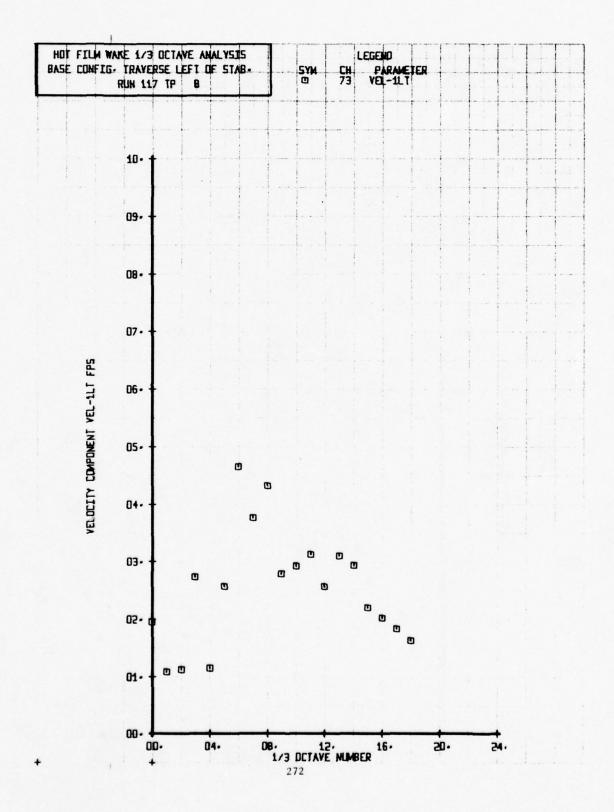


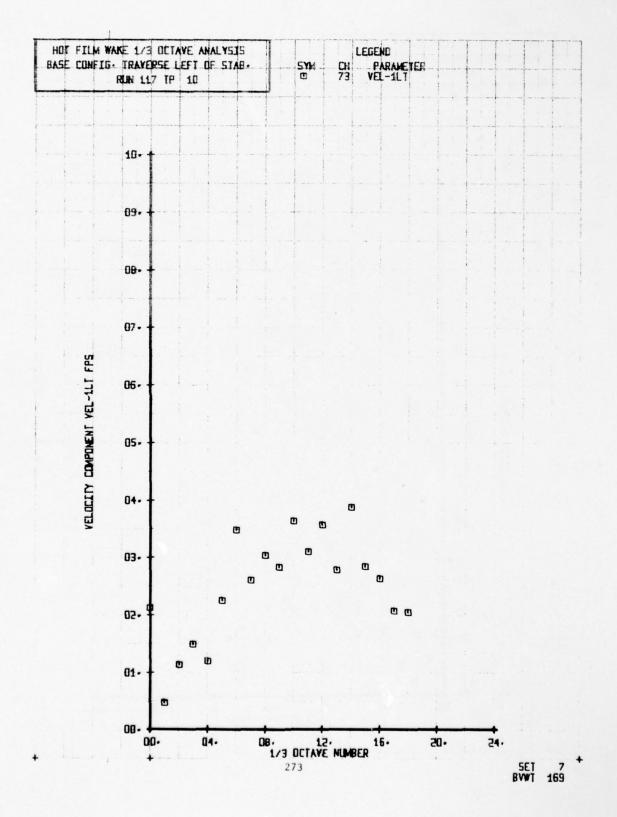


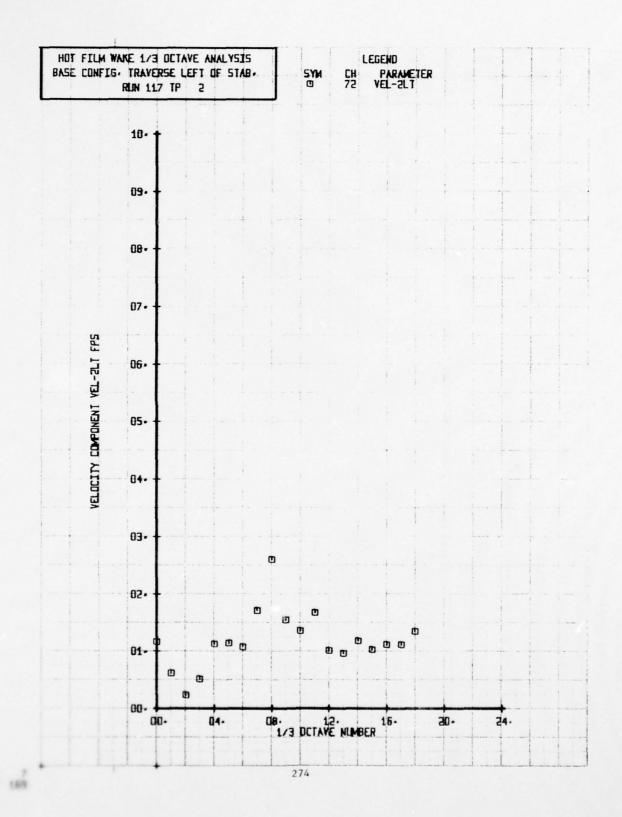


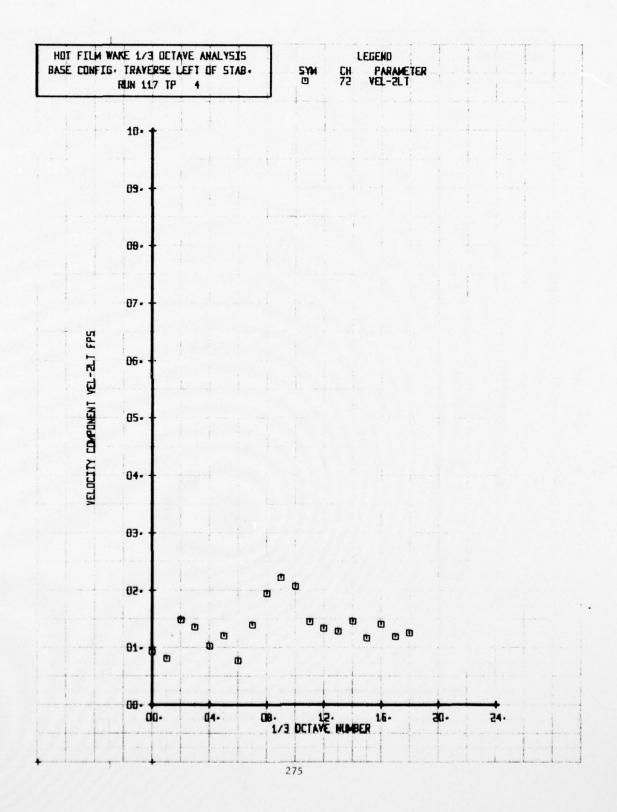


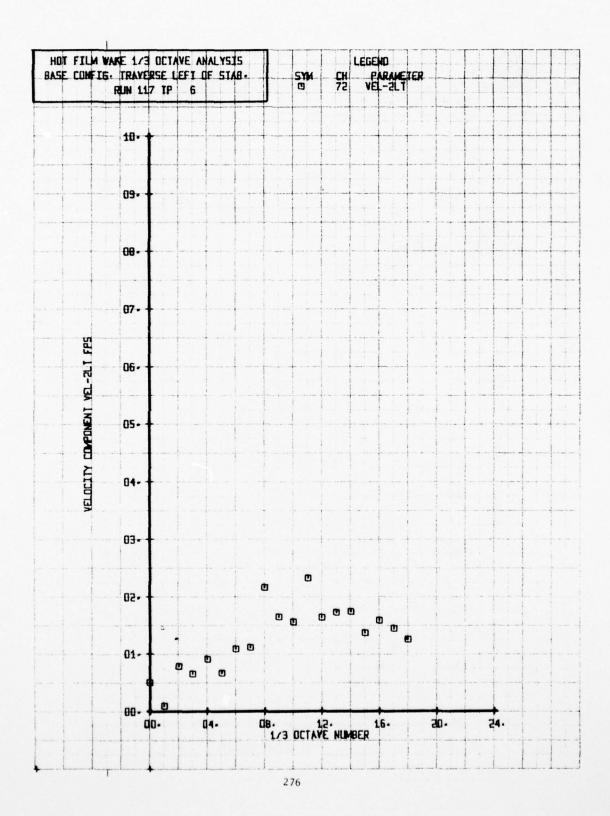


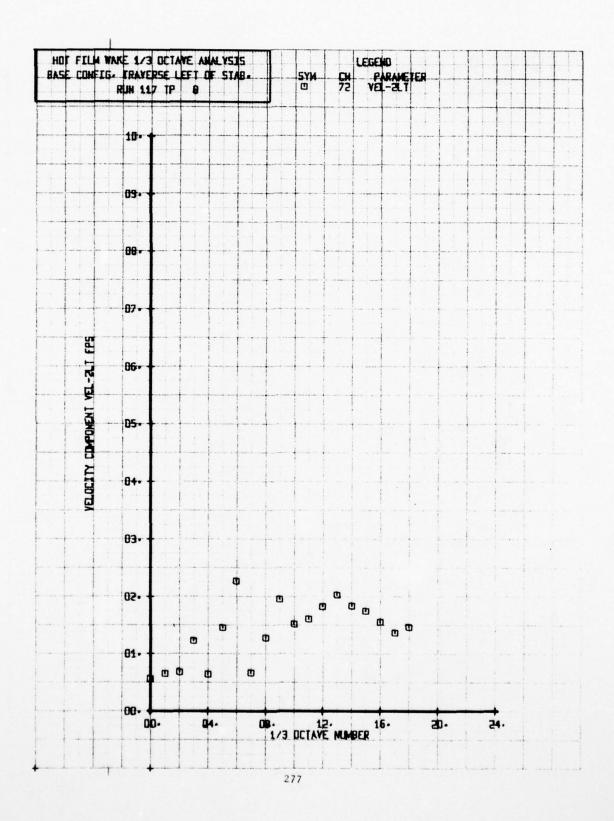


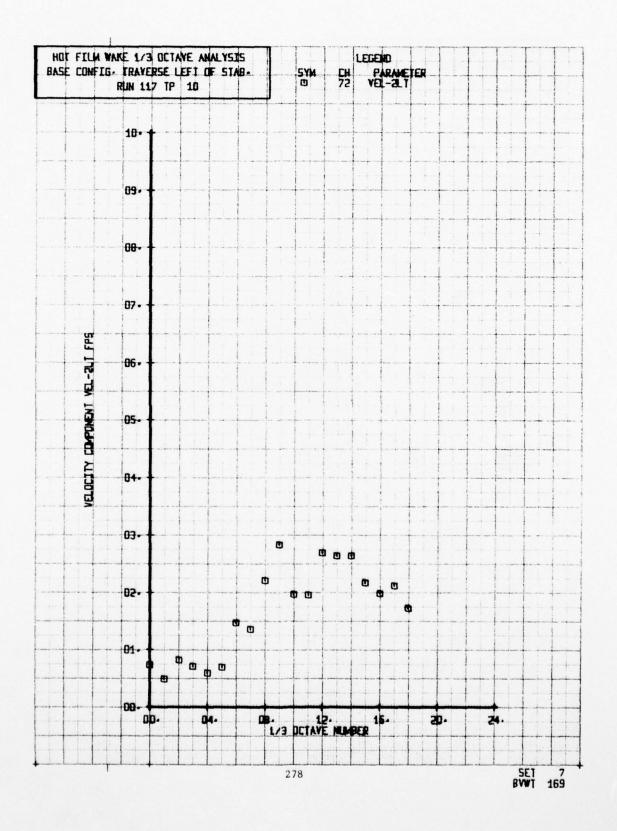


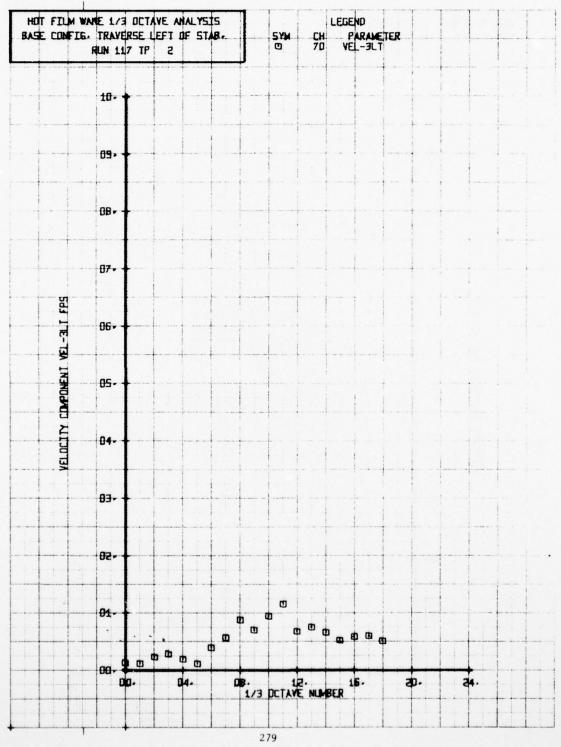






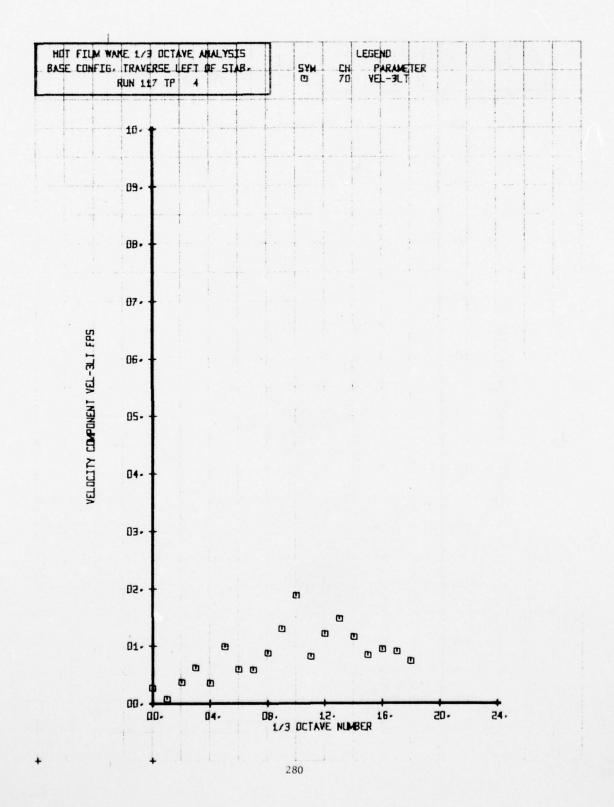


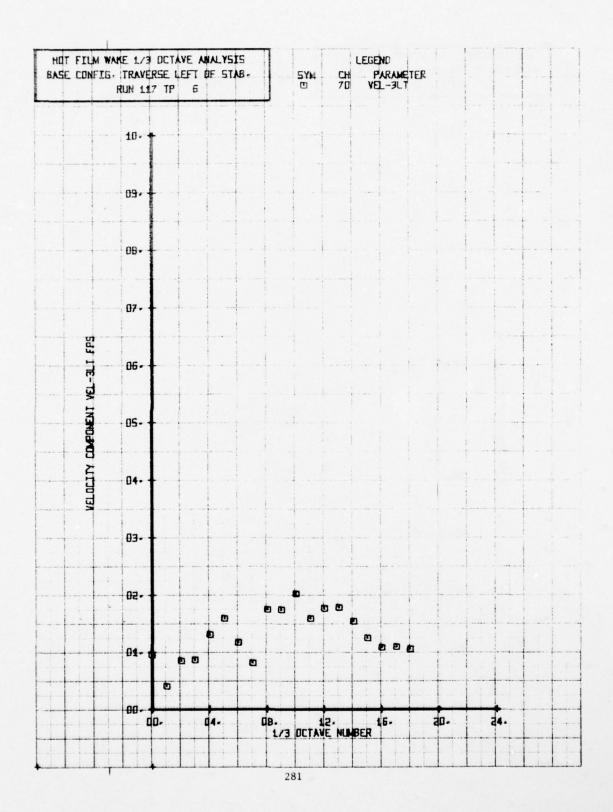


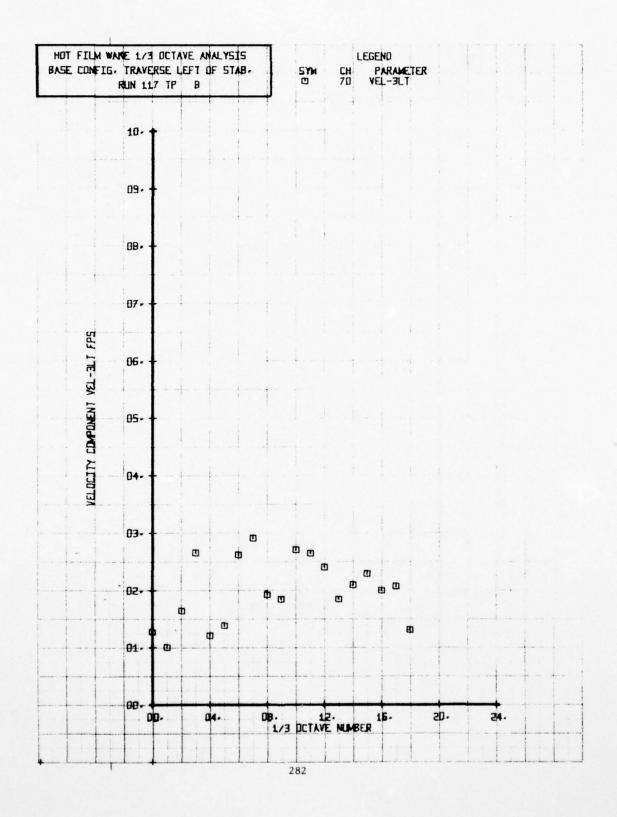


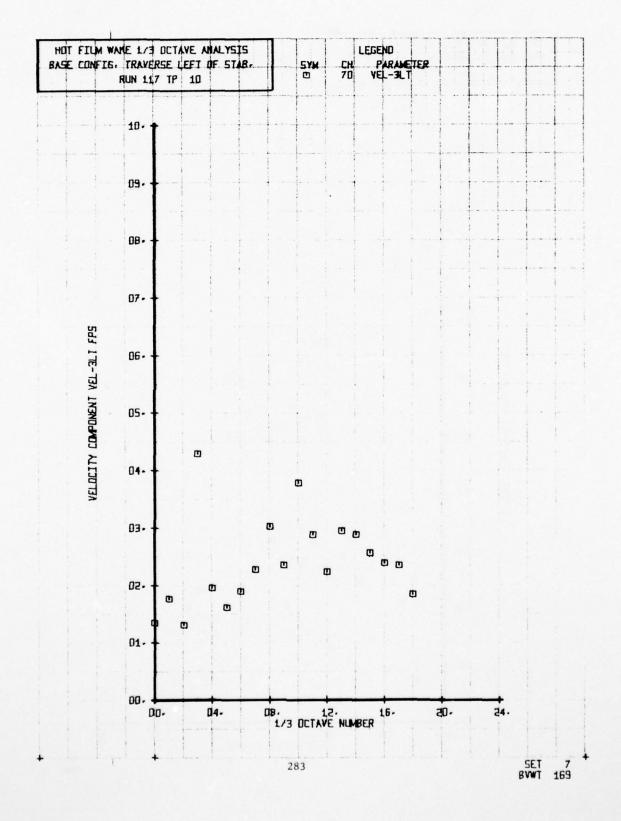
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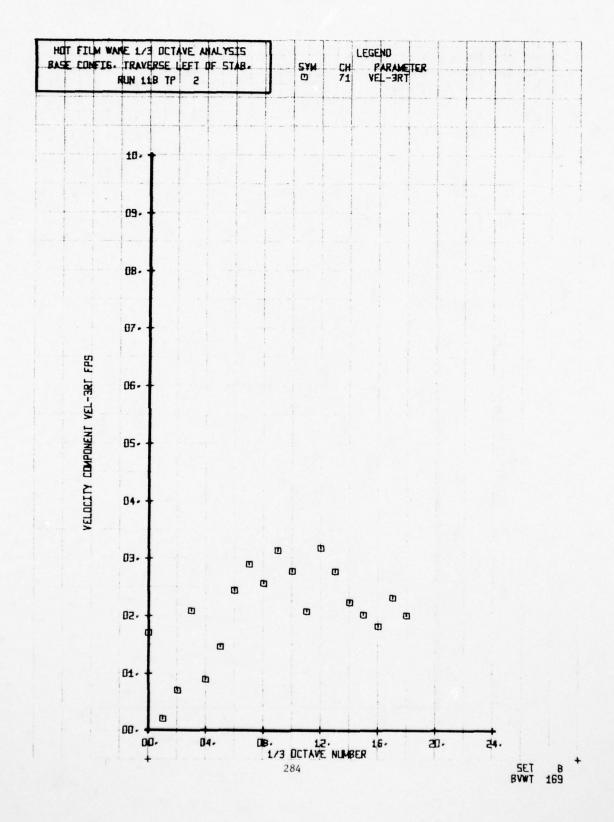
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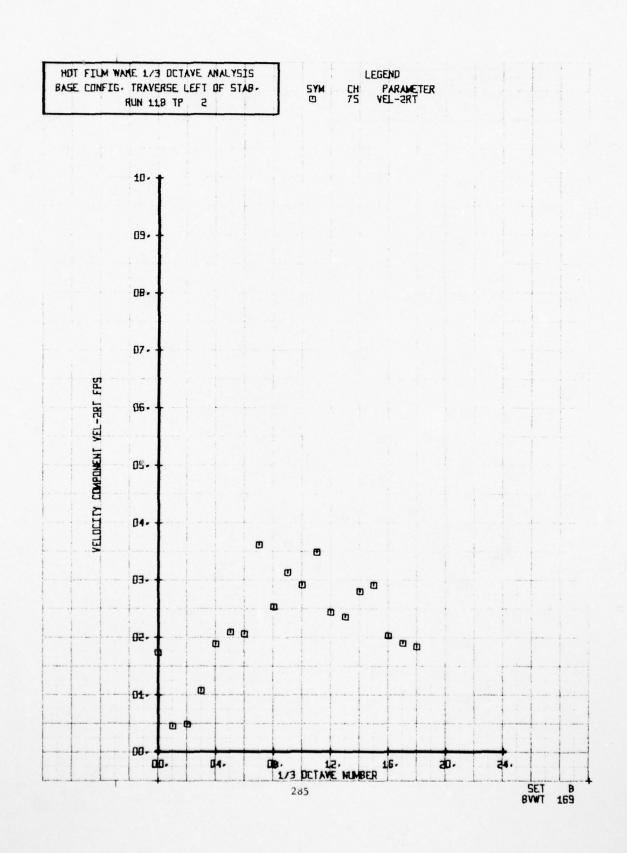












BASE CONFIG. TRAVERSE LEFT OF STAB. SYM CH 74 PARAMETER VEL-1RT RUN 11B TP 2 10- 1 09. 08. 87 -VELOCITY COMPONENT VEL-1RF FPS 06. 05. 0 0 04-0 Ø O 03-0 0 0

1/3 DETAVE NUMBER

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SET B BVWT 169

LEGEND

HOT FILM WARE 1/3 OCTAVE ANALYSIS

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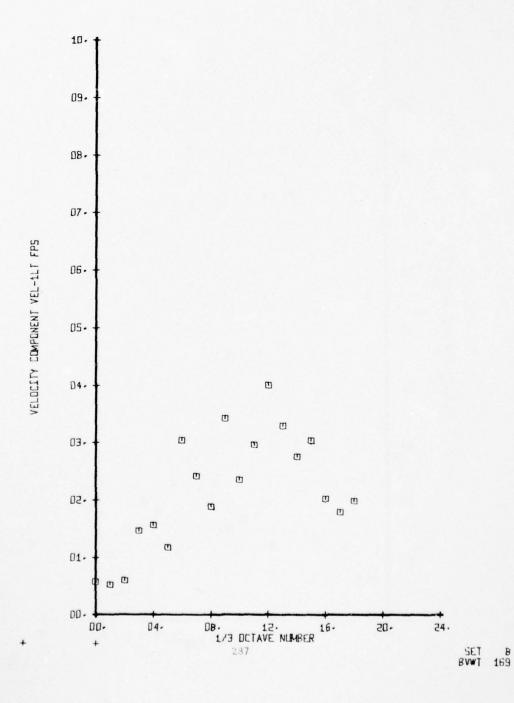
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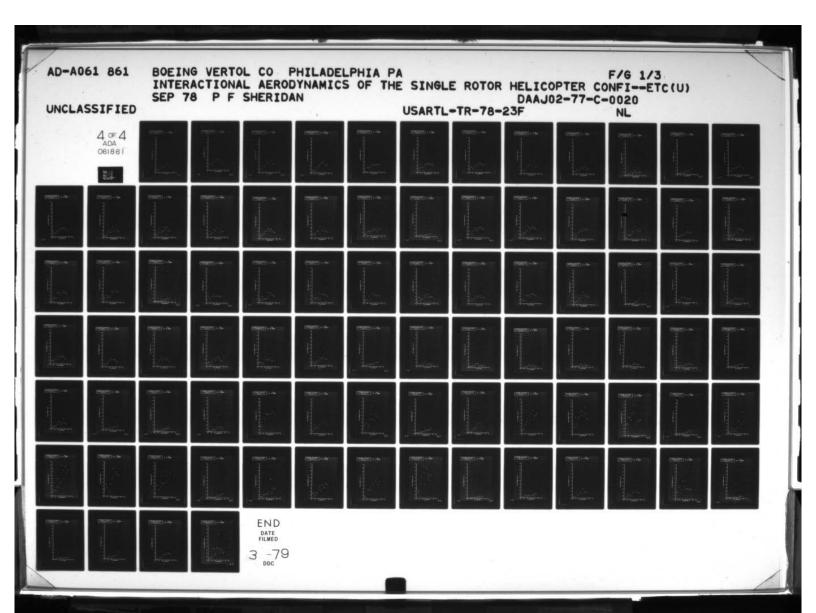
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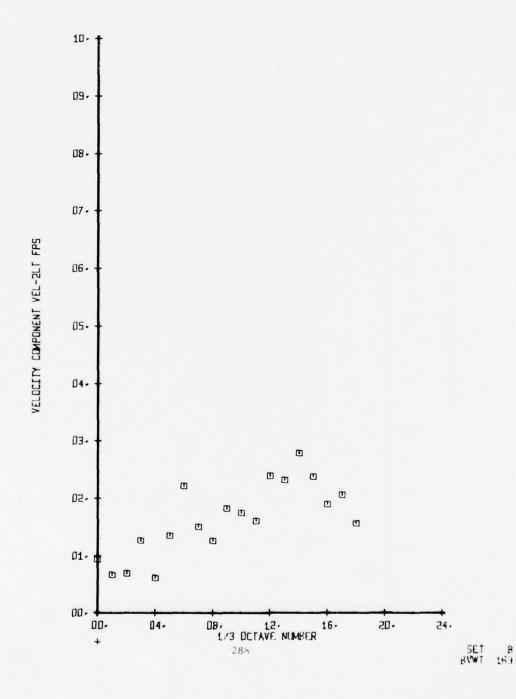
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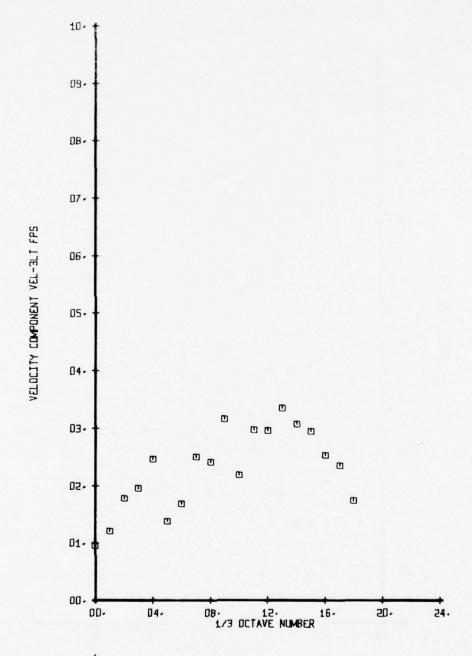




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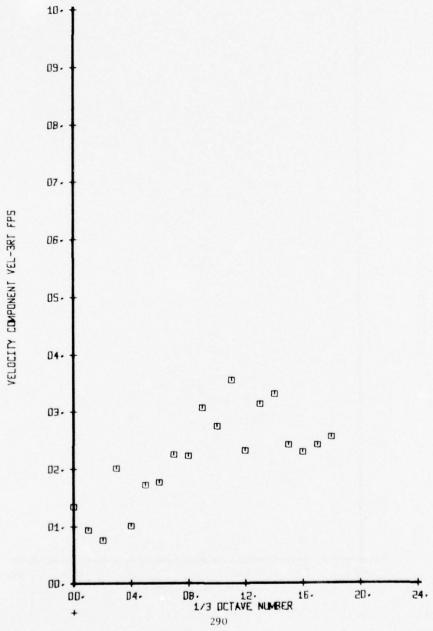
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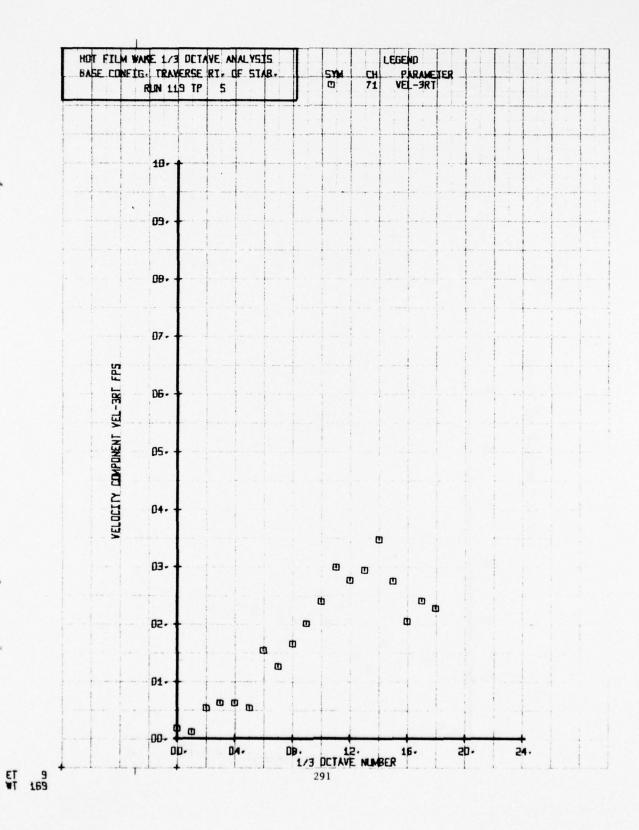
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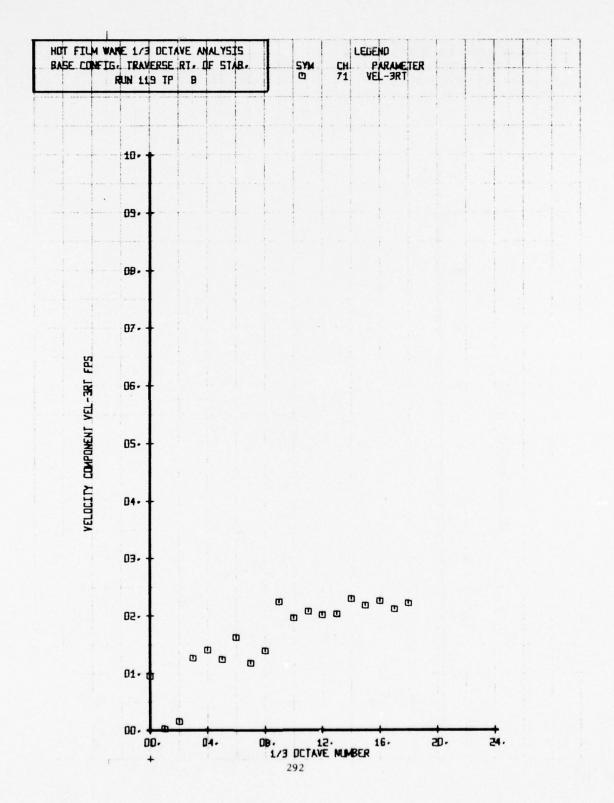


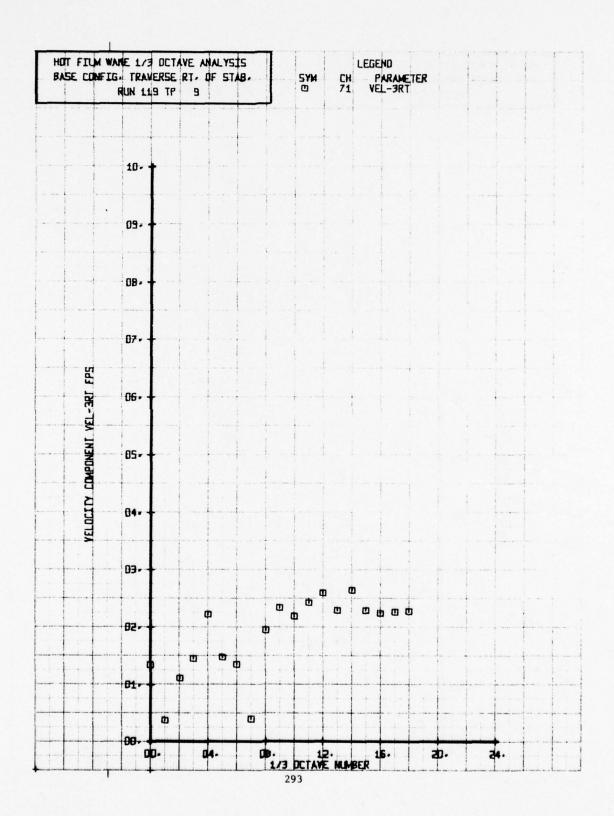
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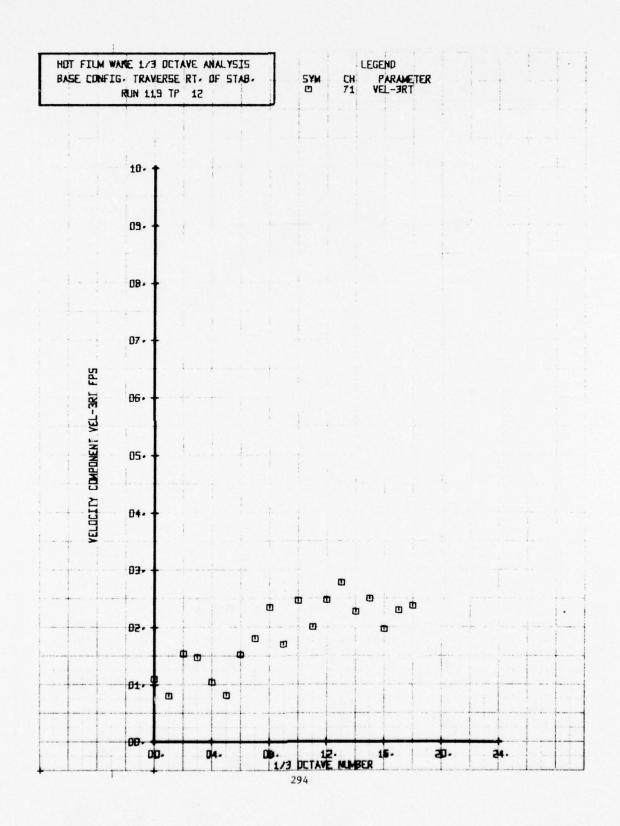
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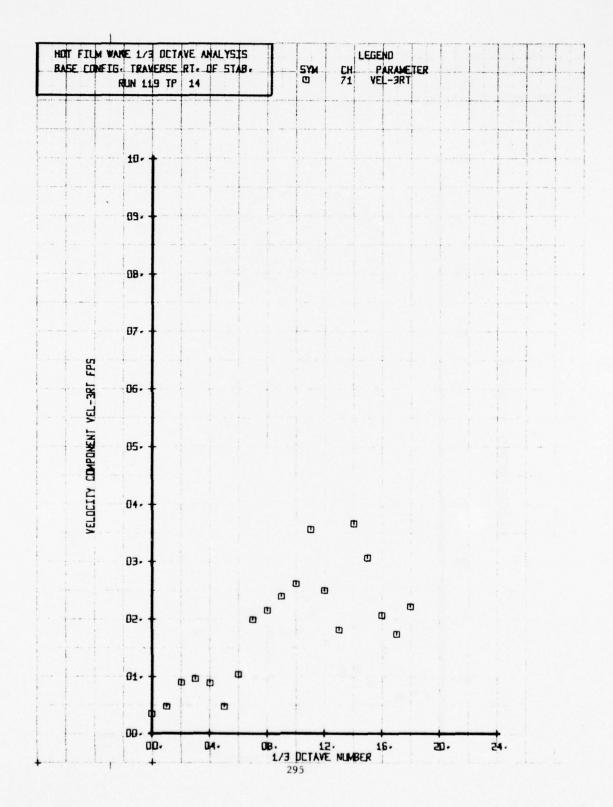
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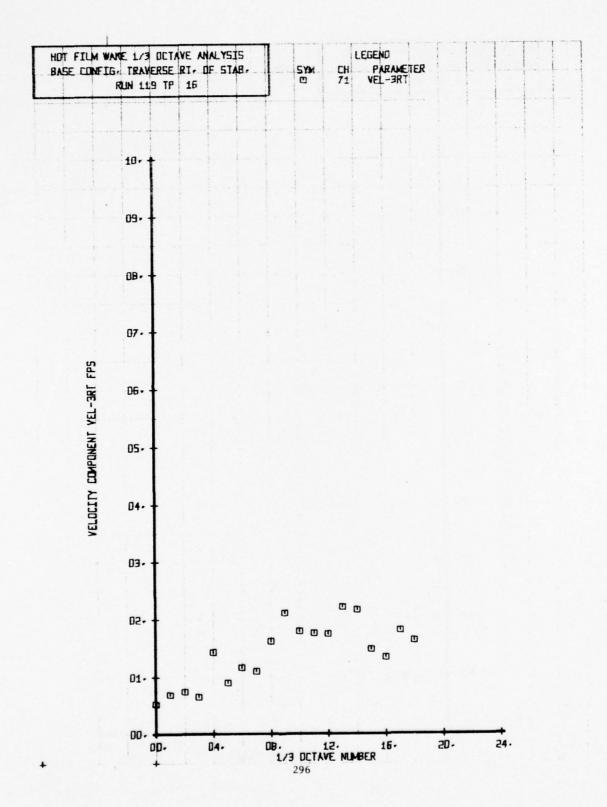


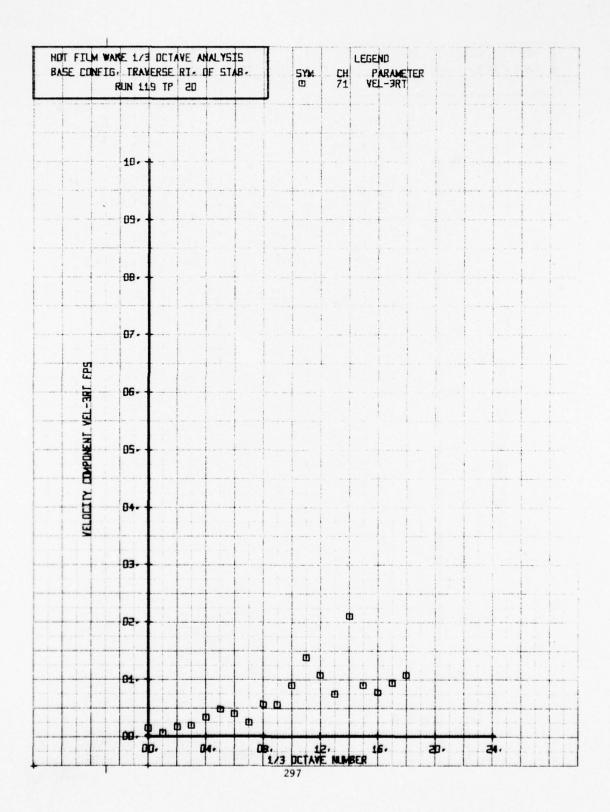


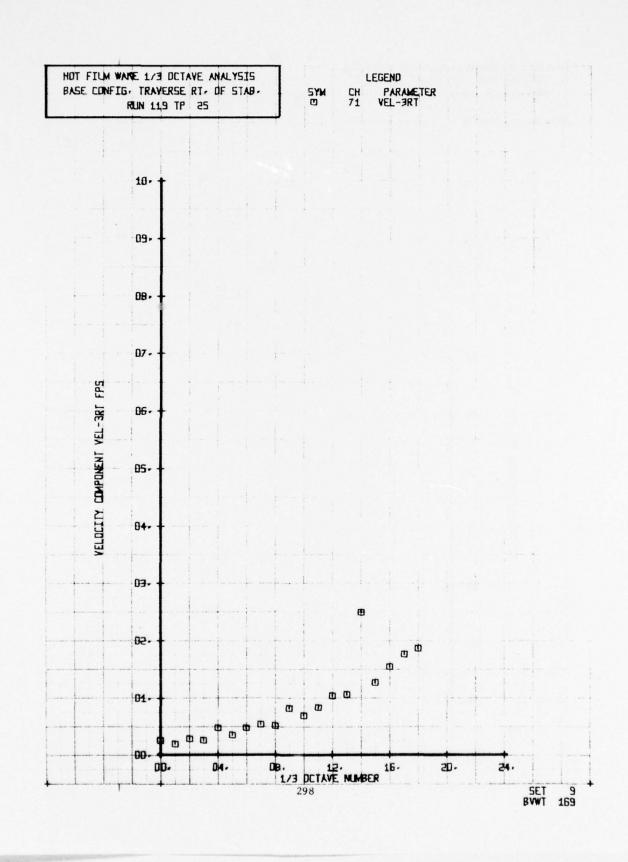


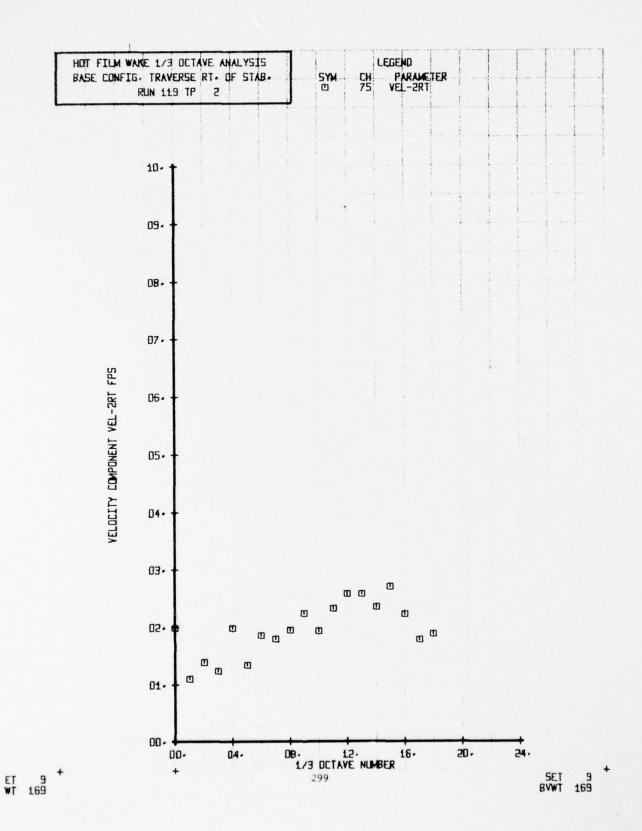


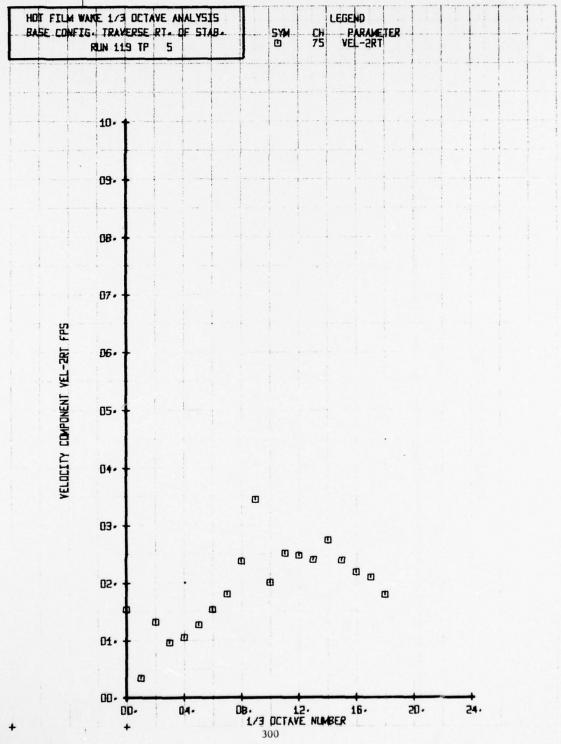




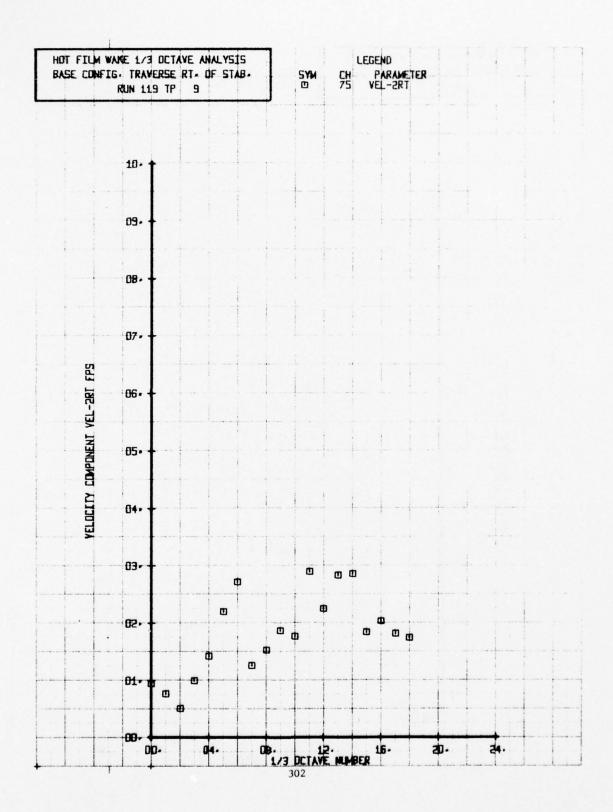


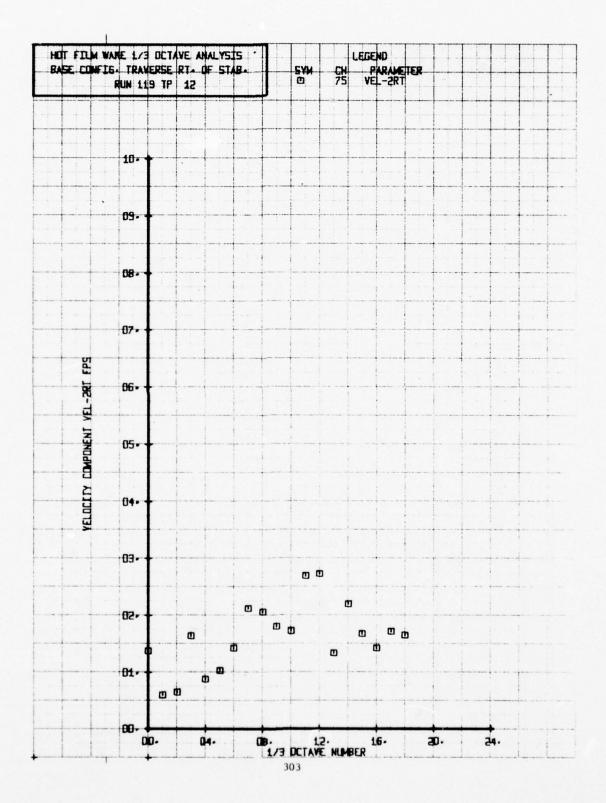


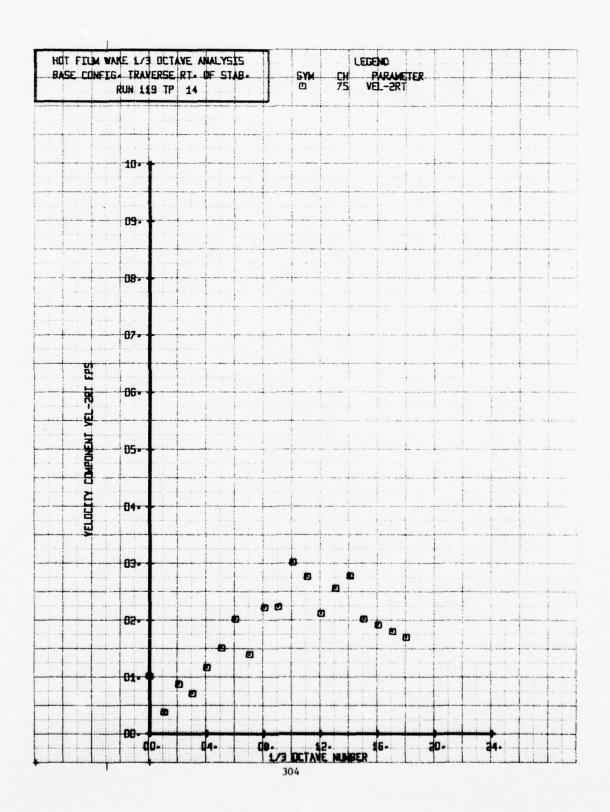


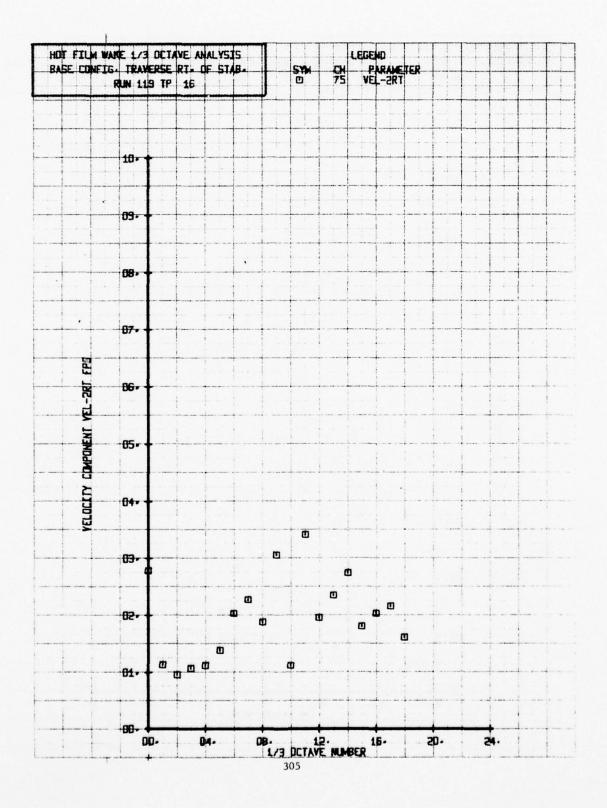


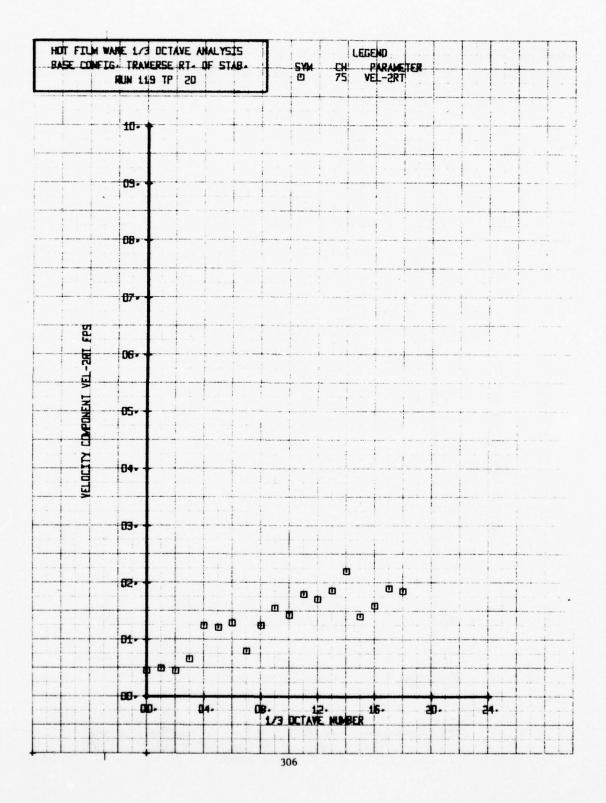
ET 9 WT 169 HOT FILM WAVE 1/3 OCTAVE ANALYSIS LEGEND BASE CONFIG. TRAVERSE RT. OF STAB. SYM RUN 119 TP 10- 1 09. 08. 07. VELOCITY COMPONENT VEL-ZRT FPS D6 · 05. 04. 0 03. Ф 65. O 0 0 0 01. 0 0 00-301 12. NIMBER 15. 00-SD.

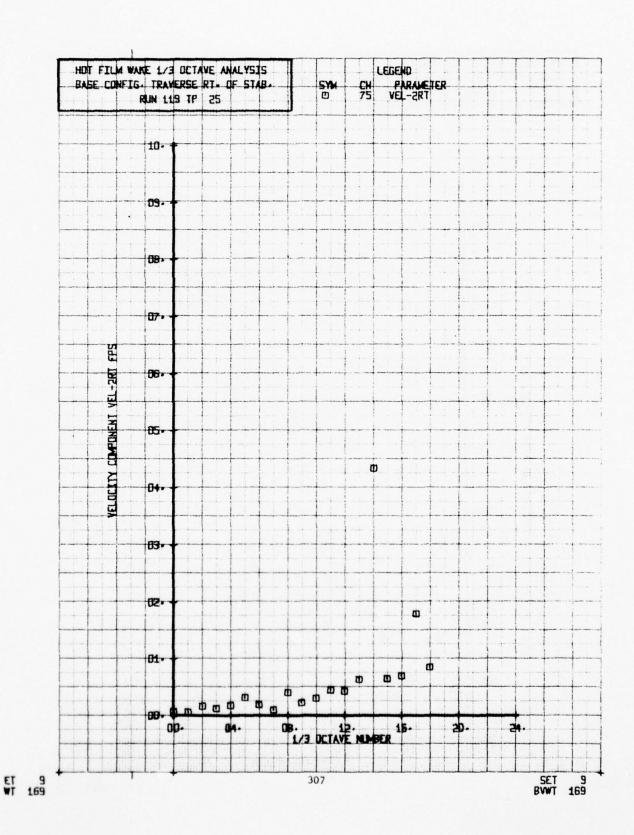


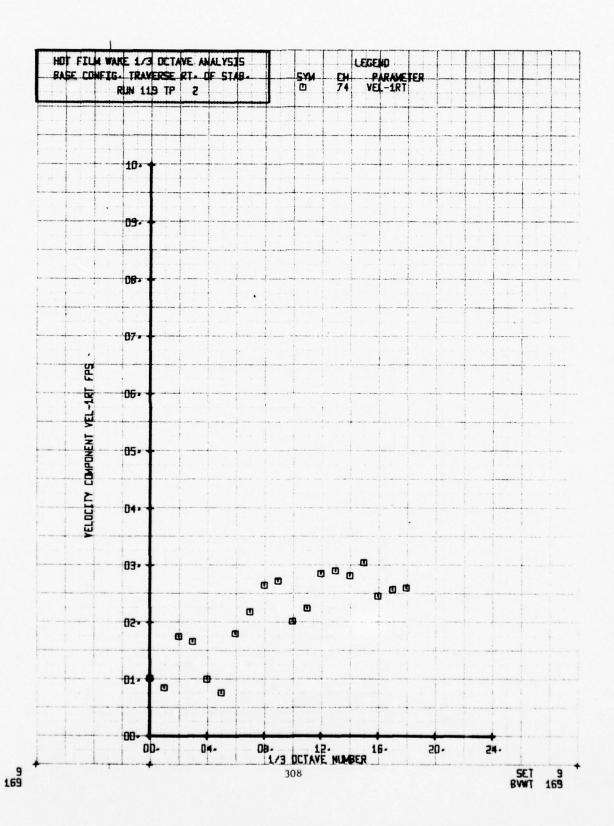


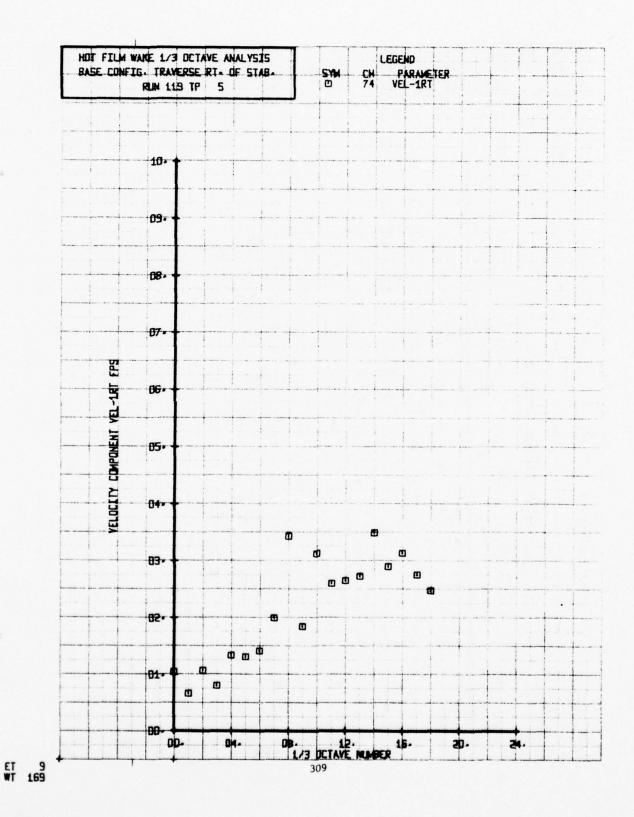


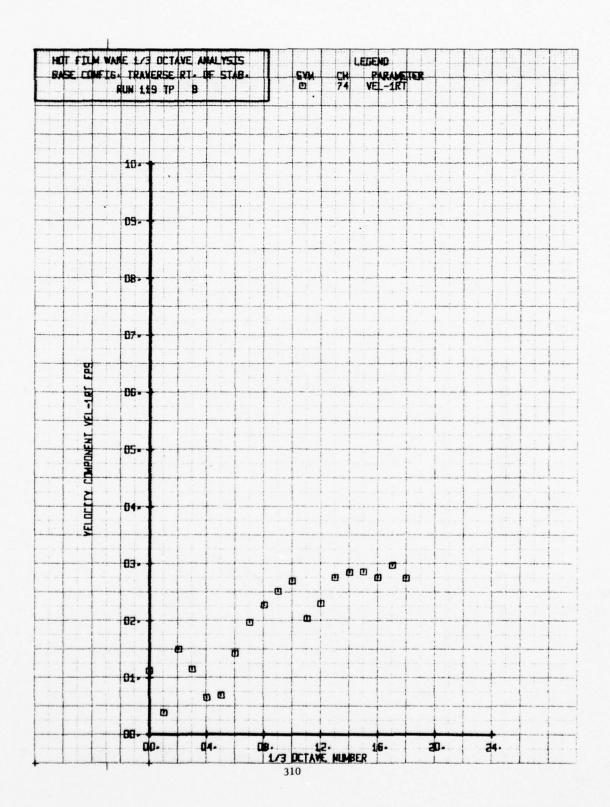




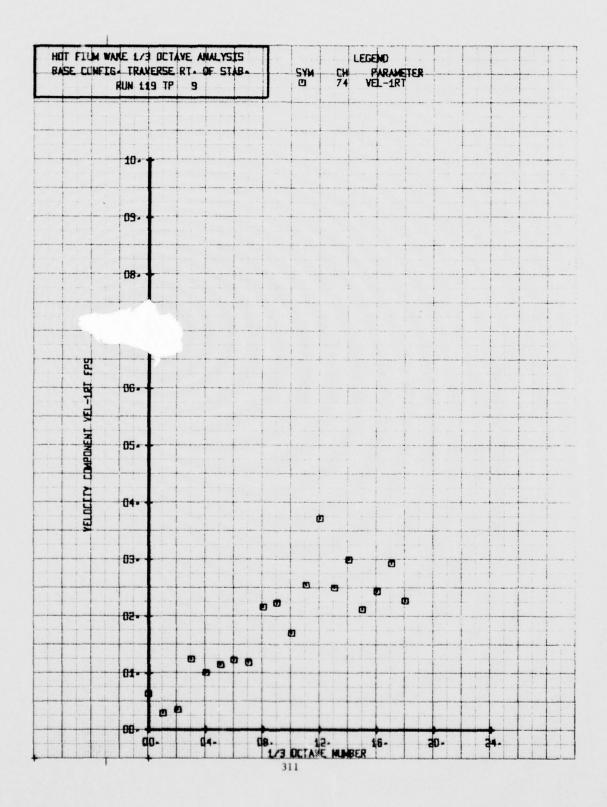


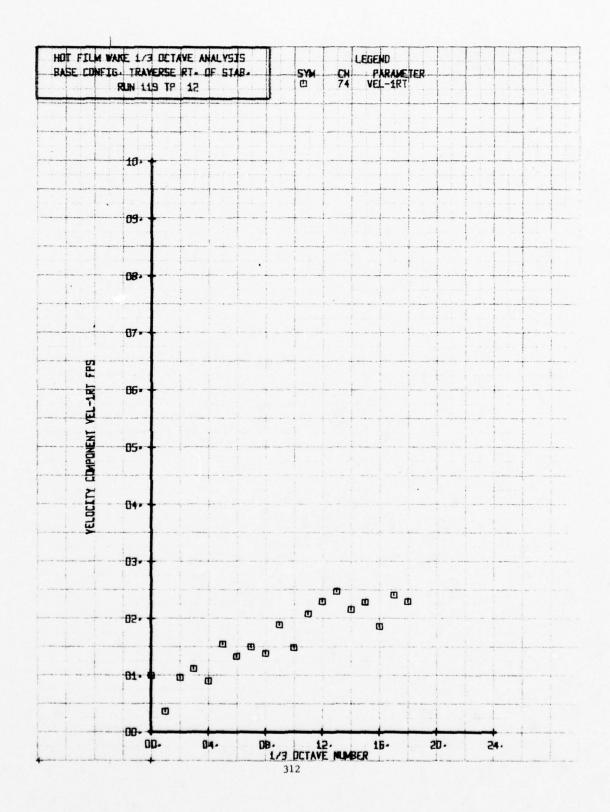


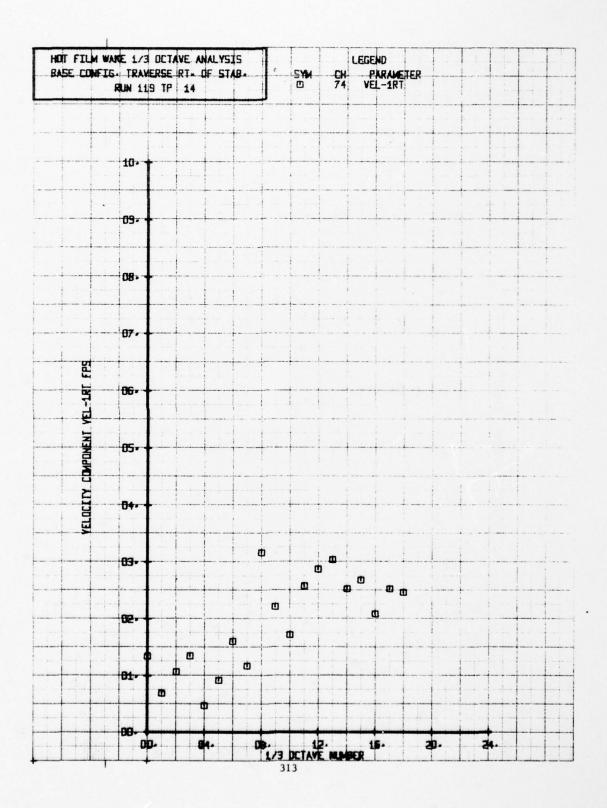


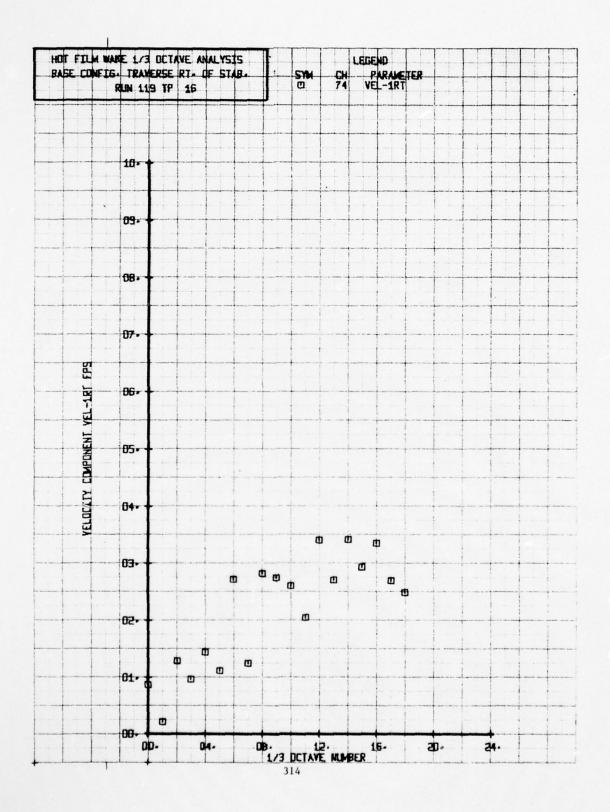


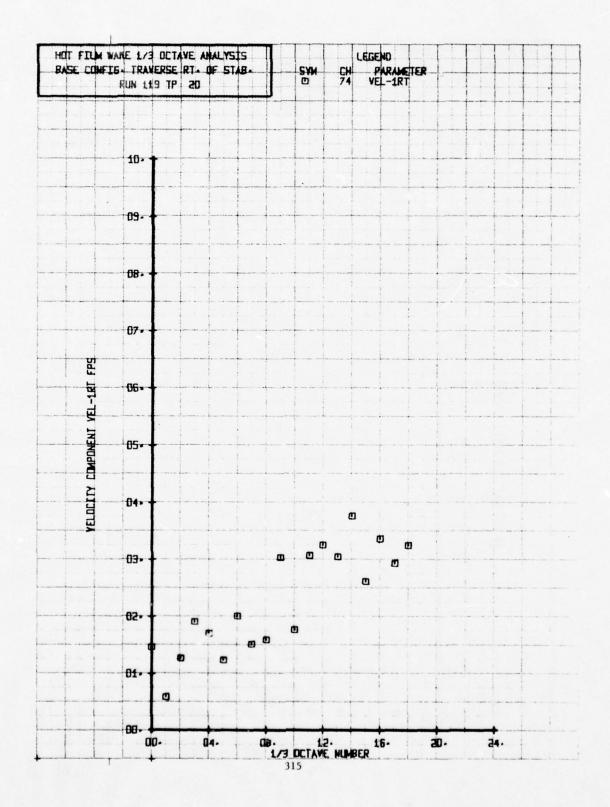
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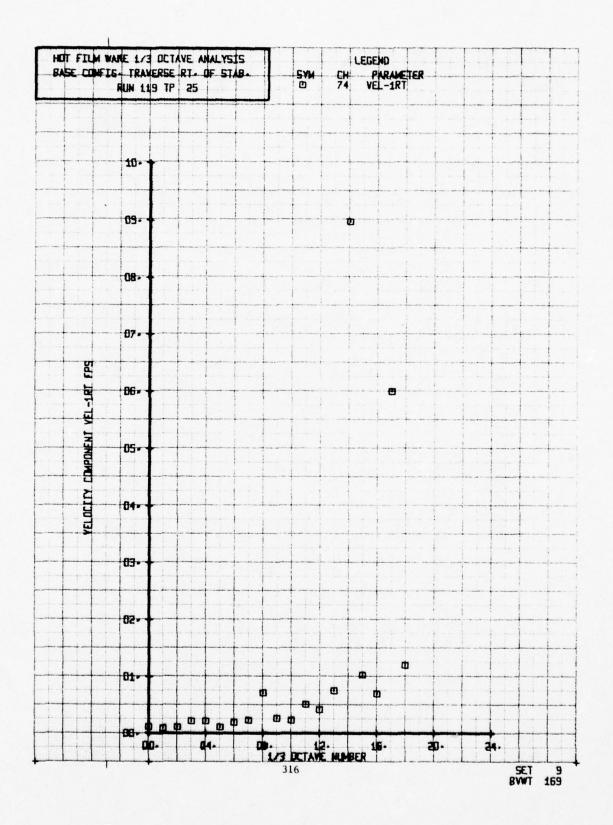


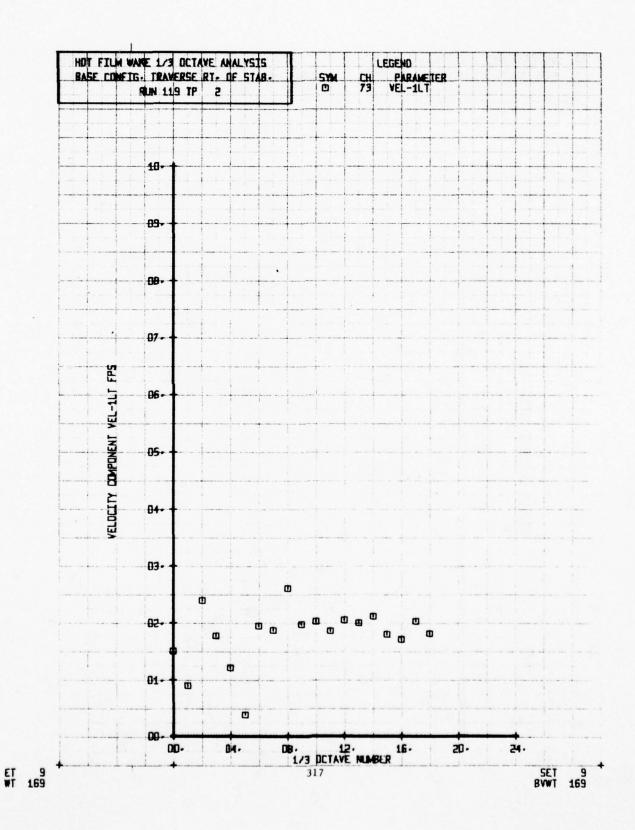


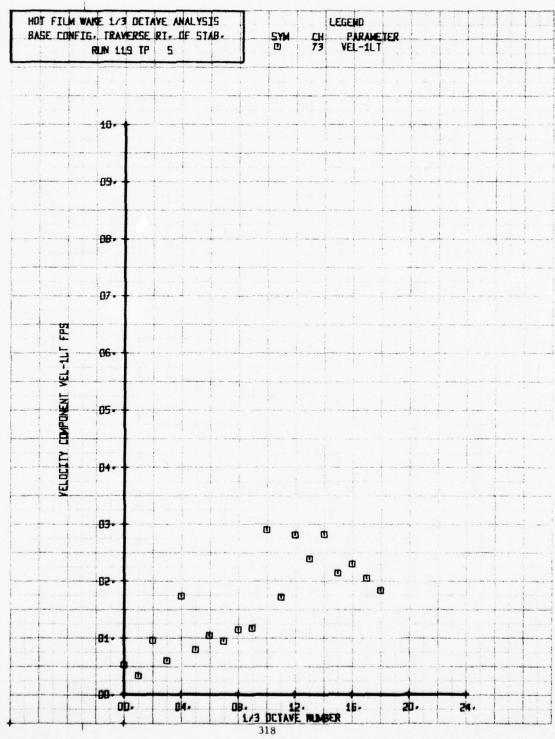




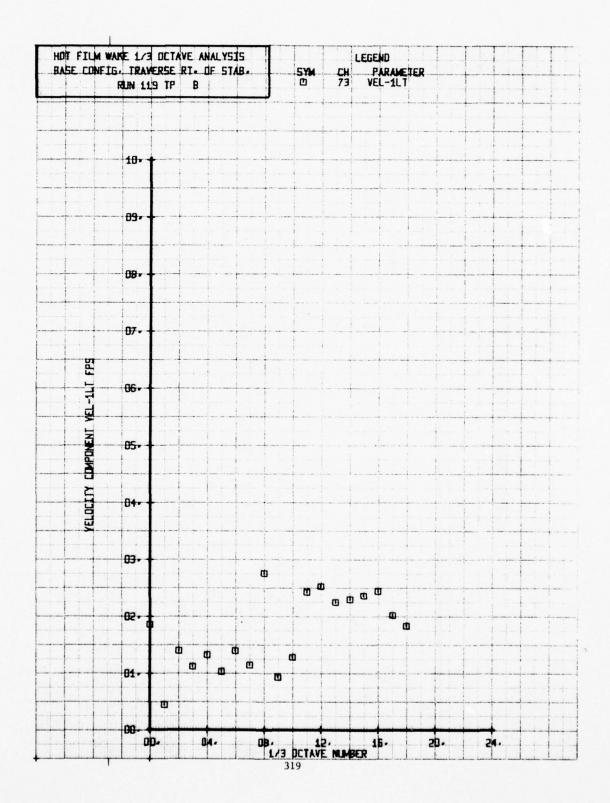


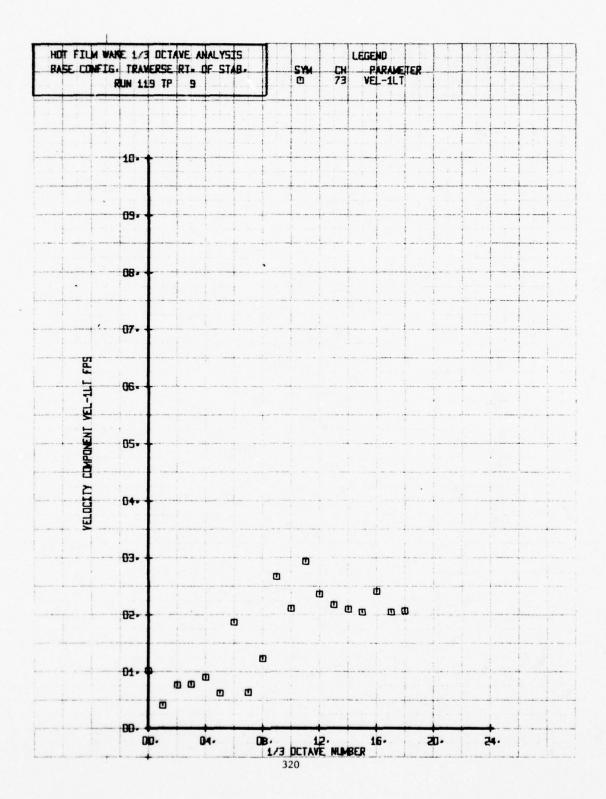


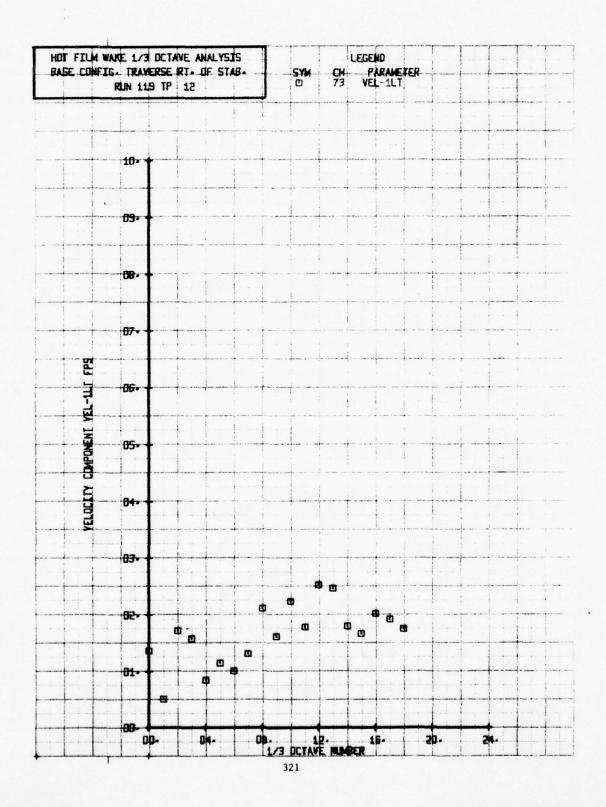


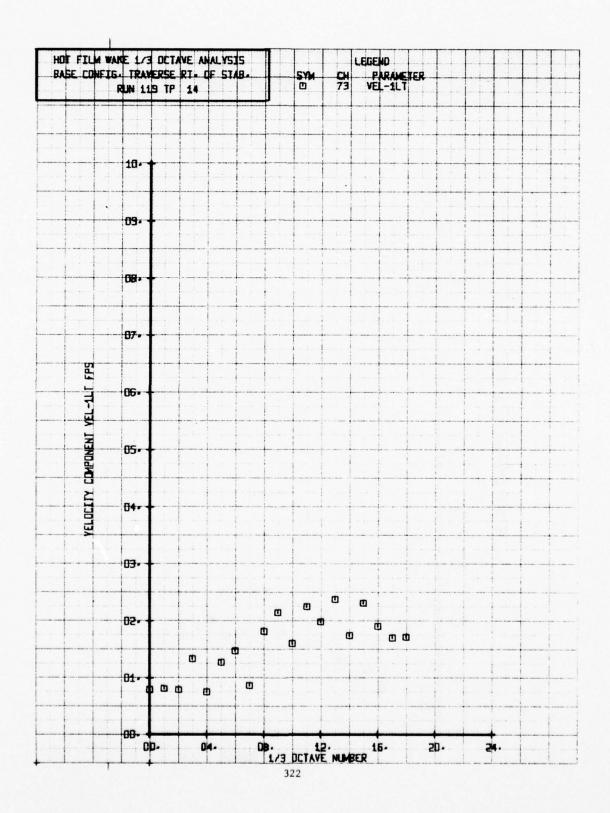


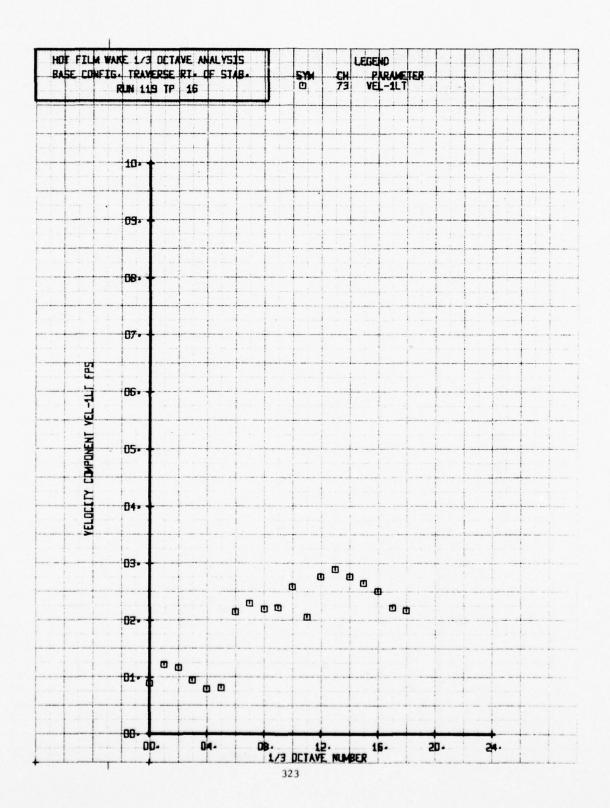
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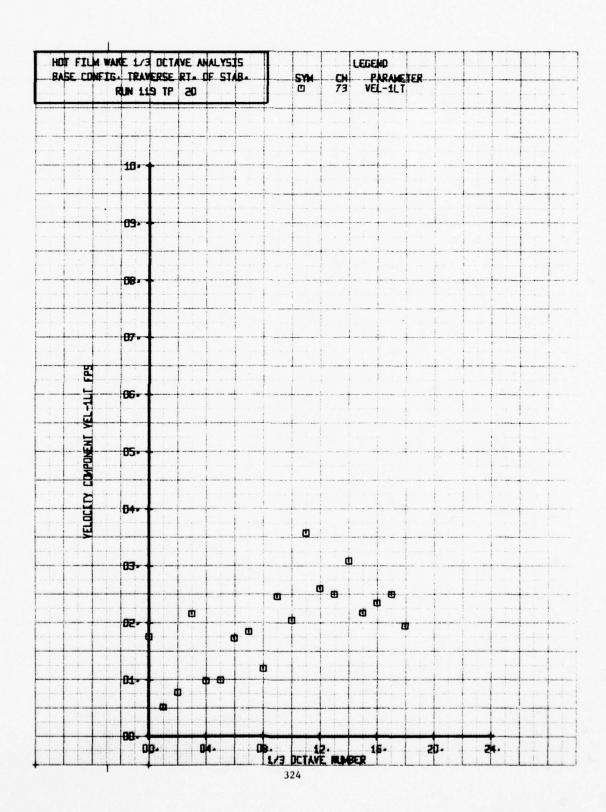


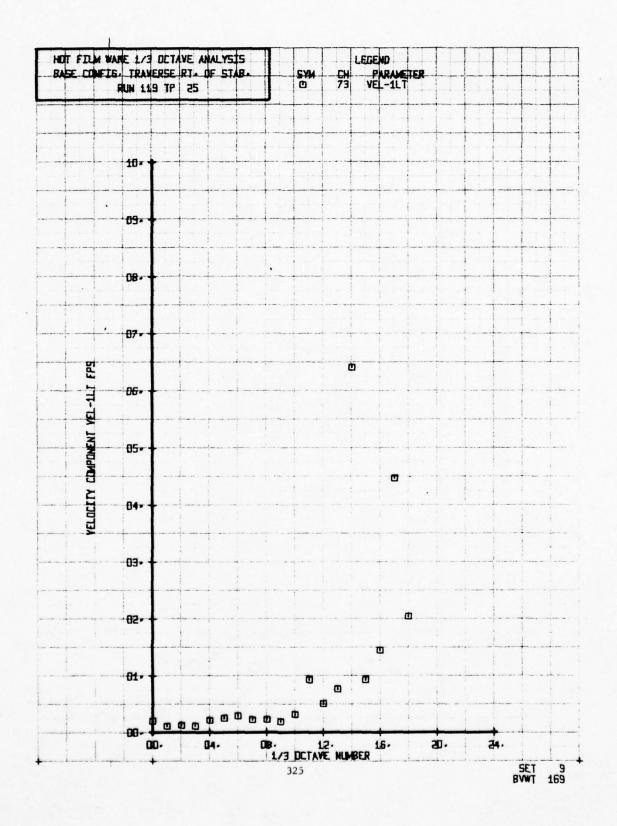


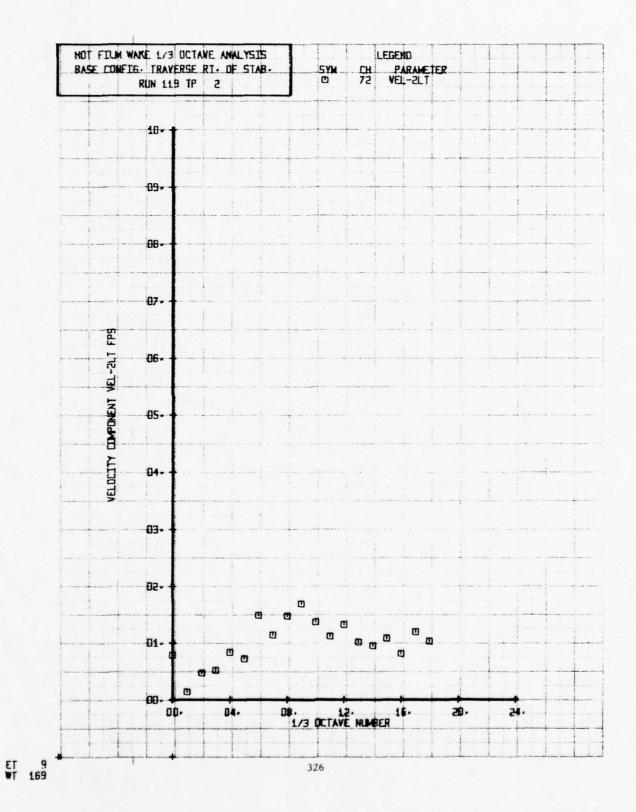


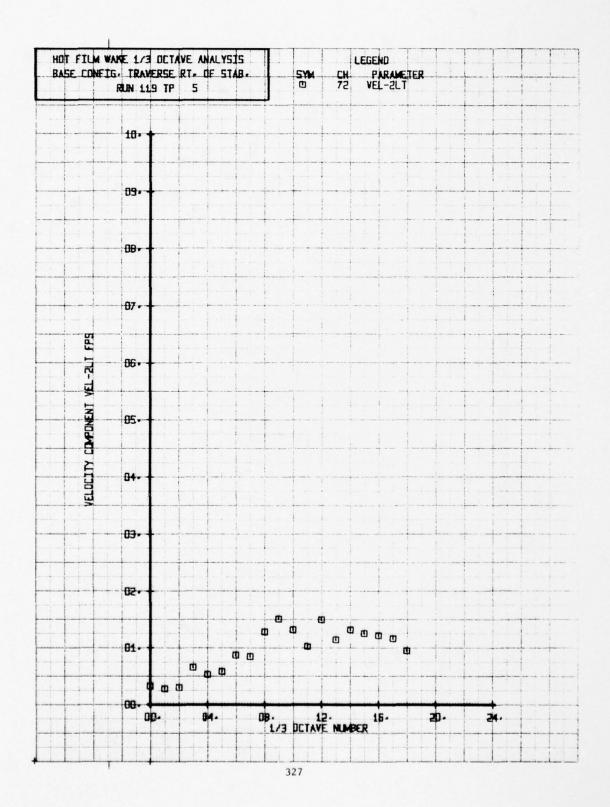


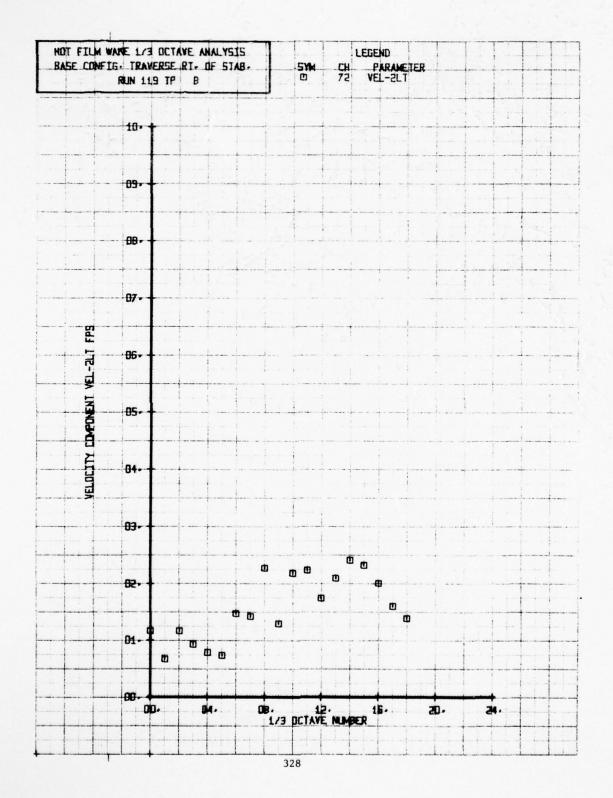


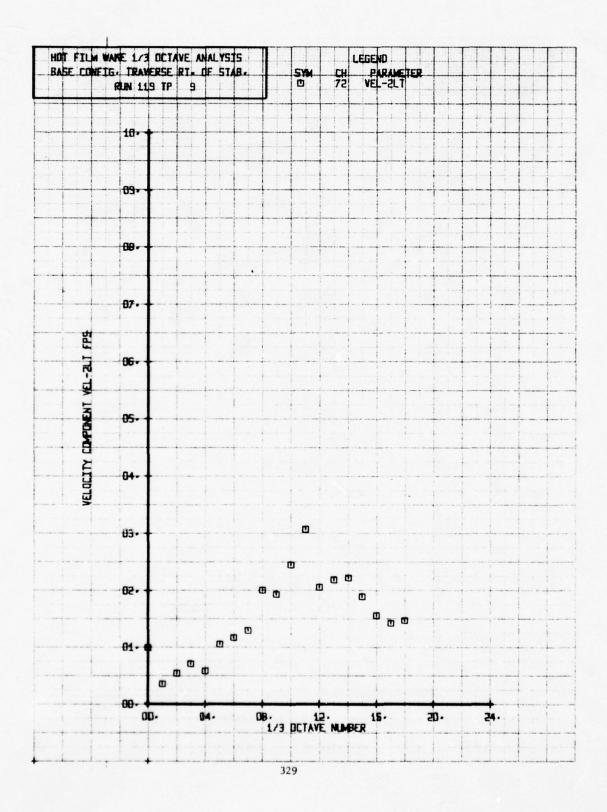


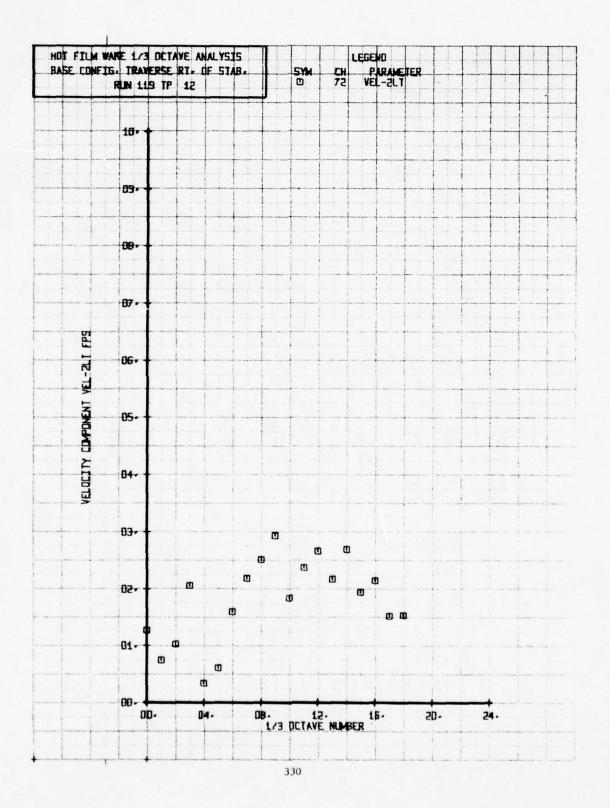


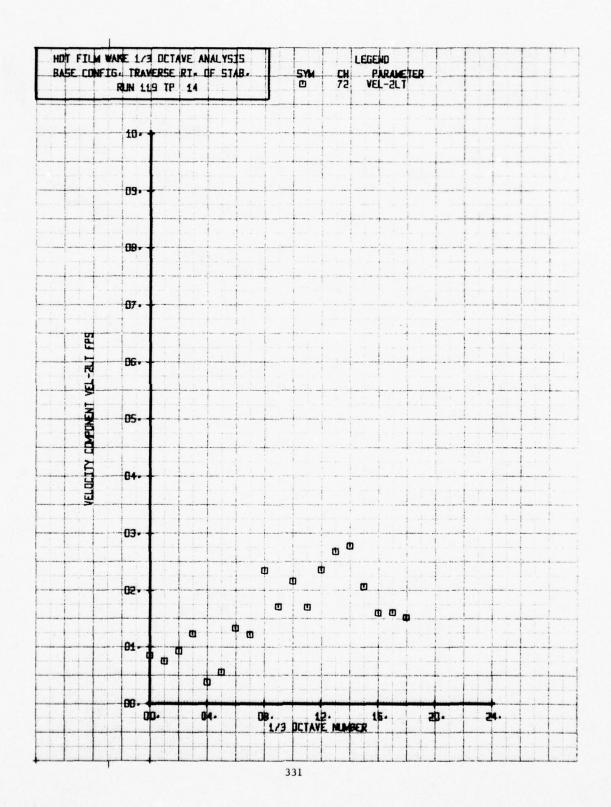


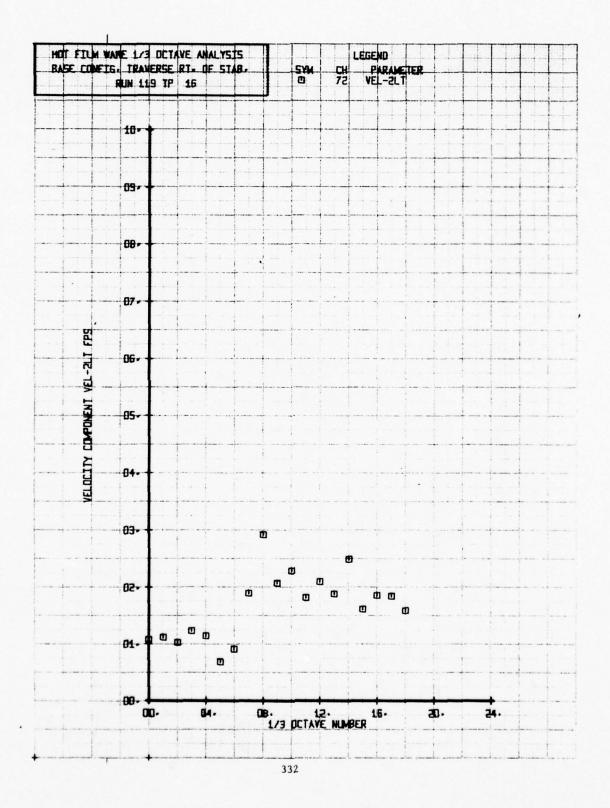


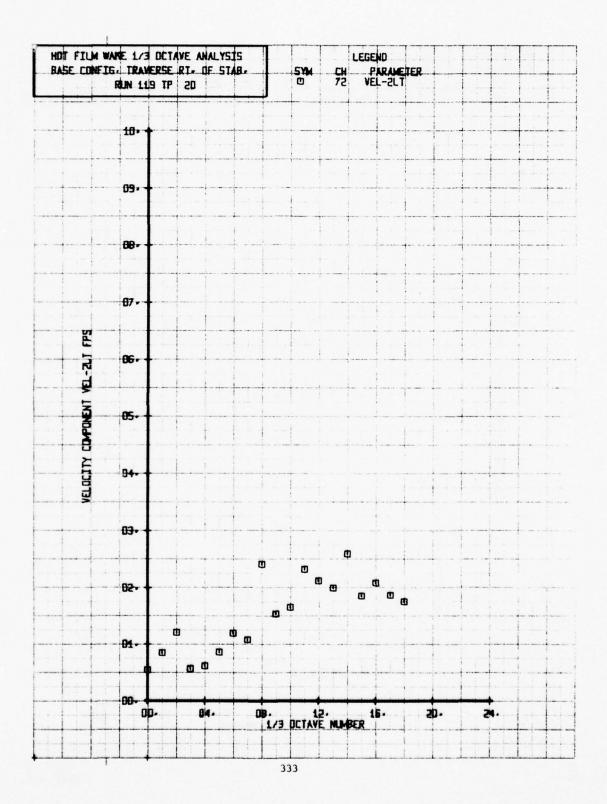


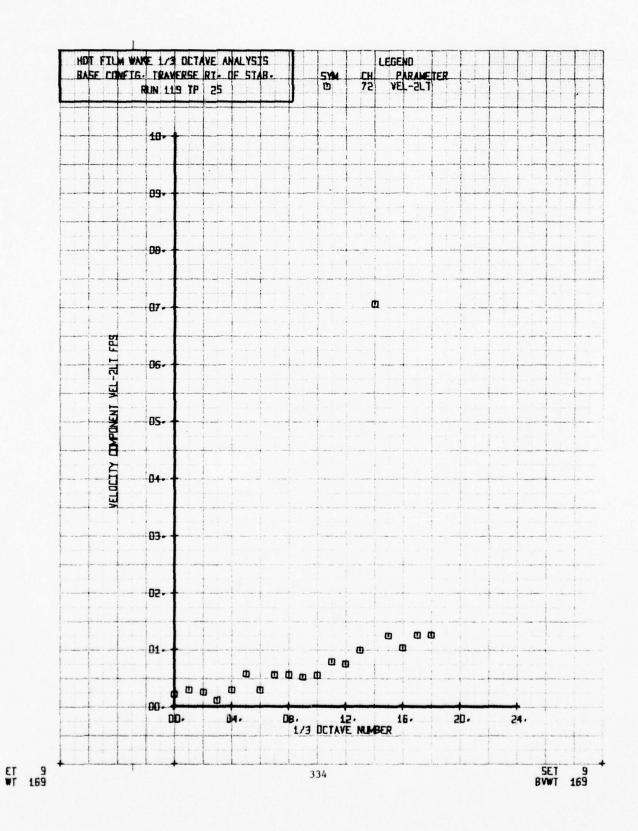


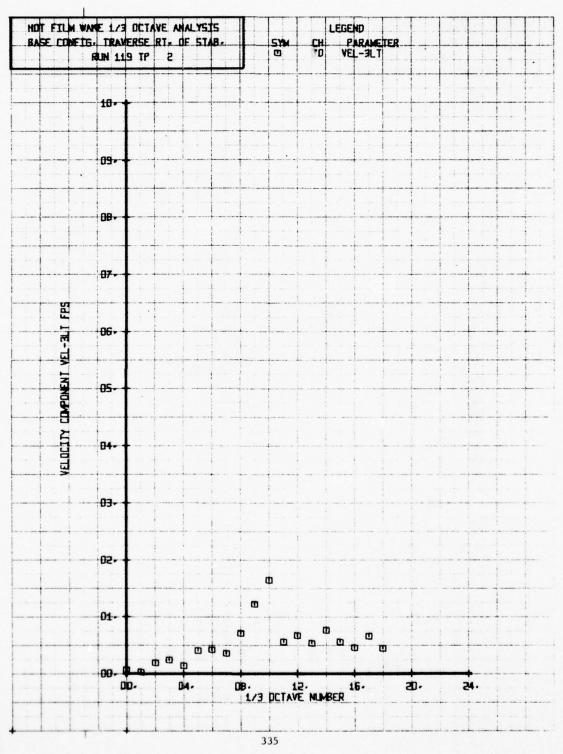






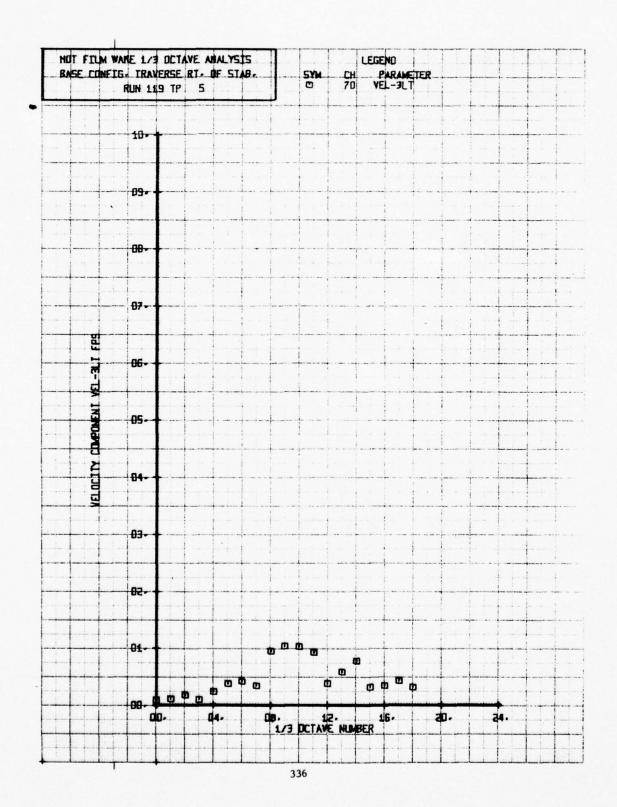


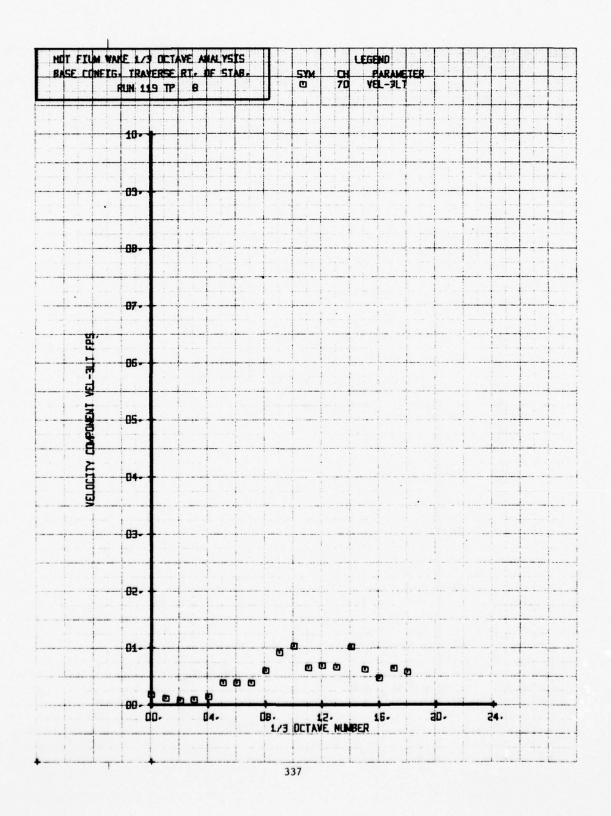


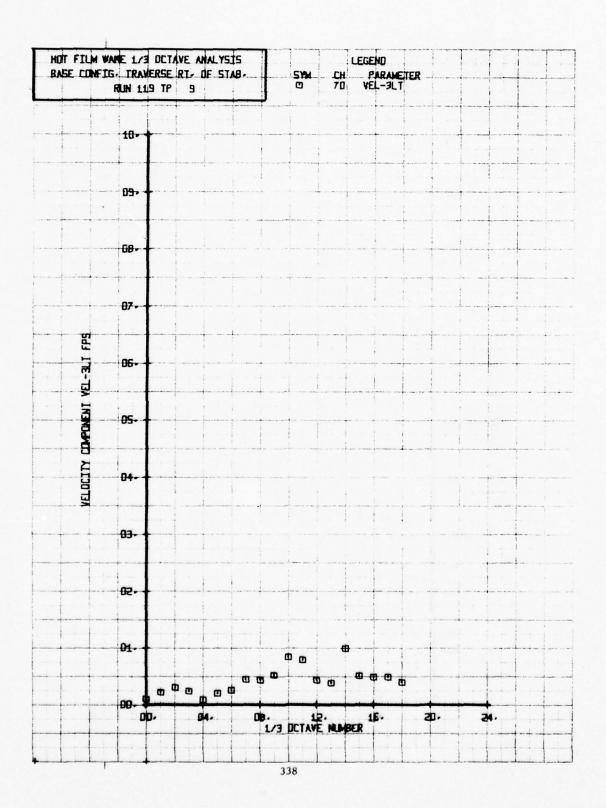


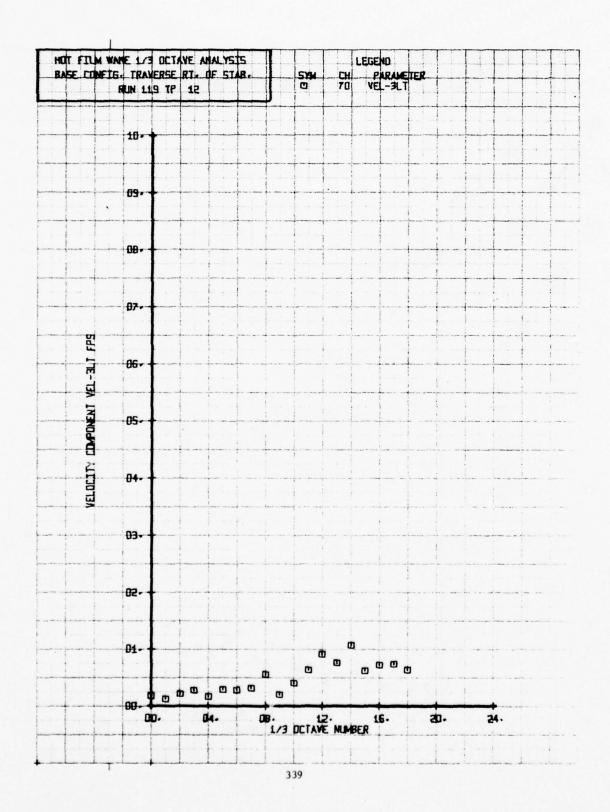
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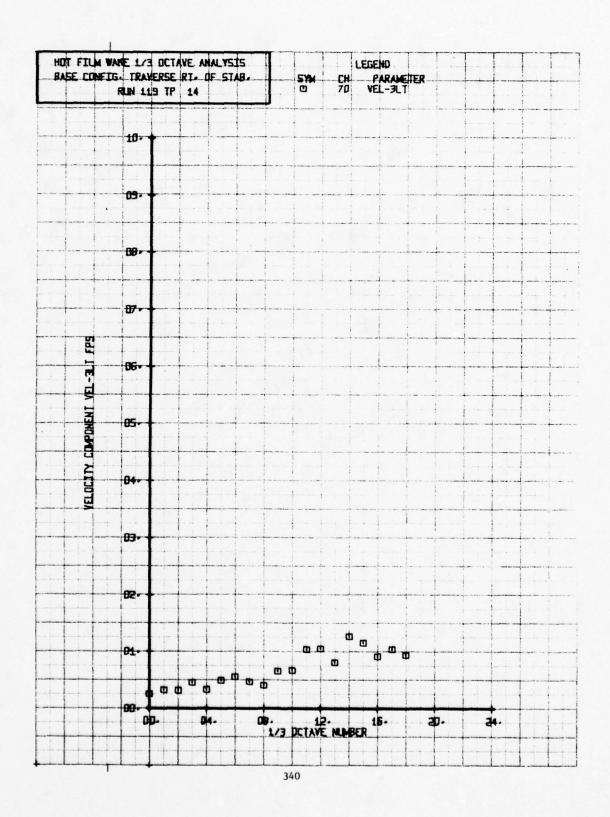
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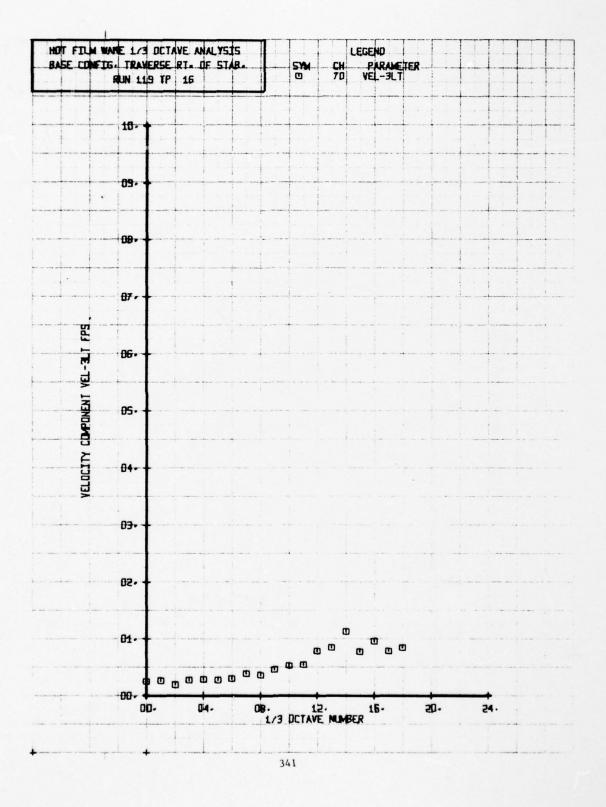


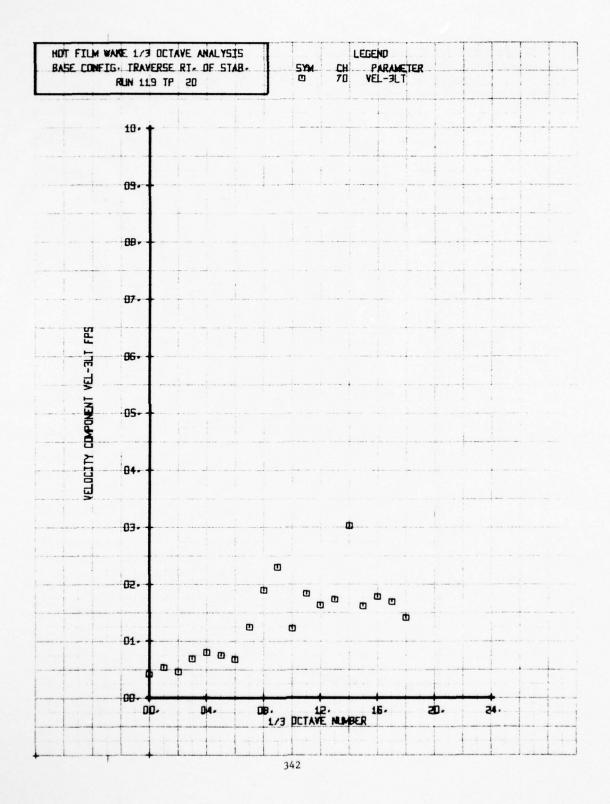


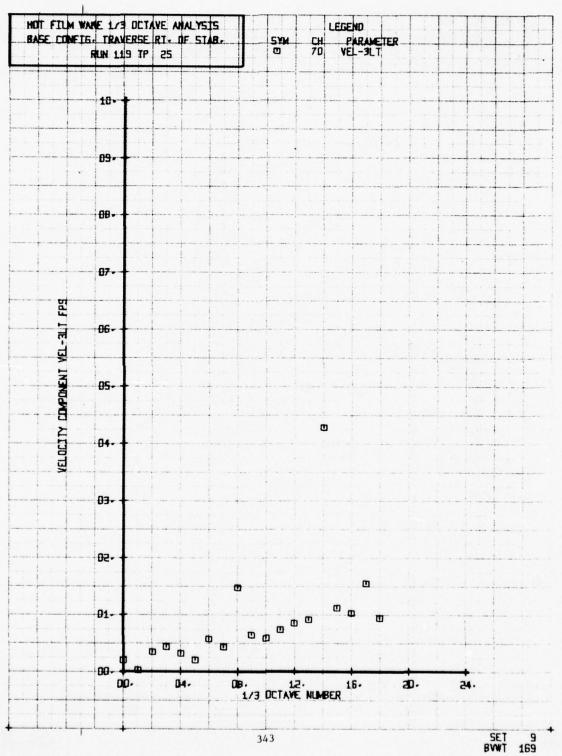




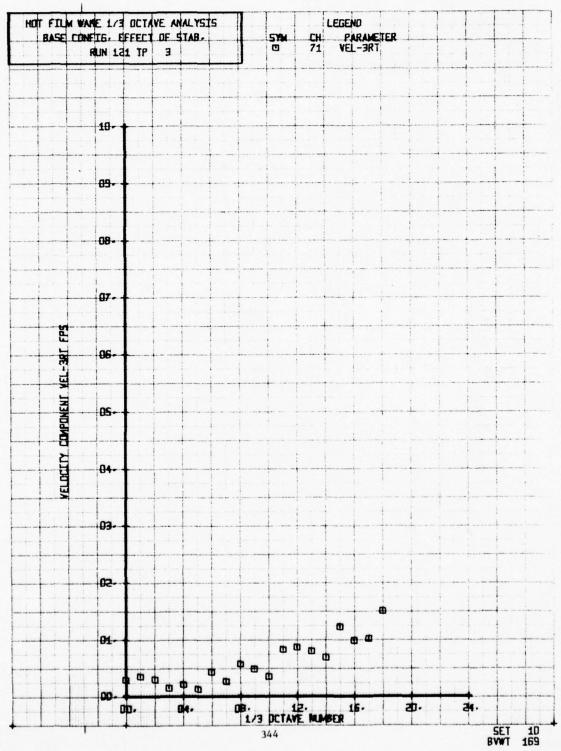


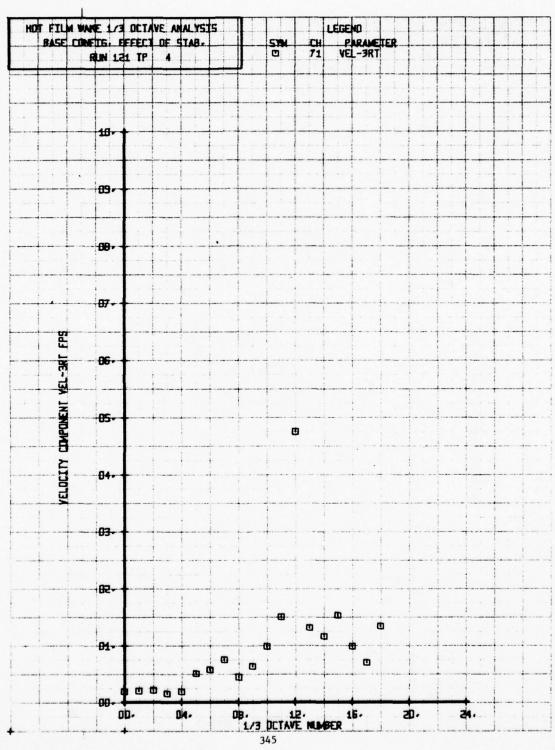




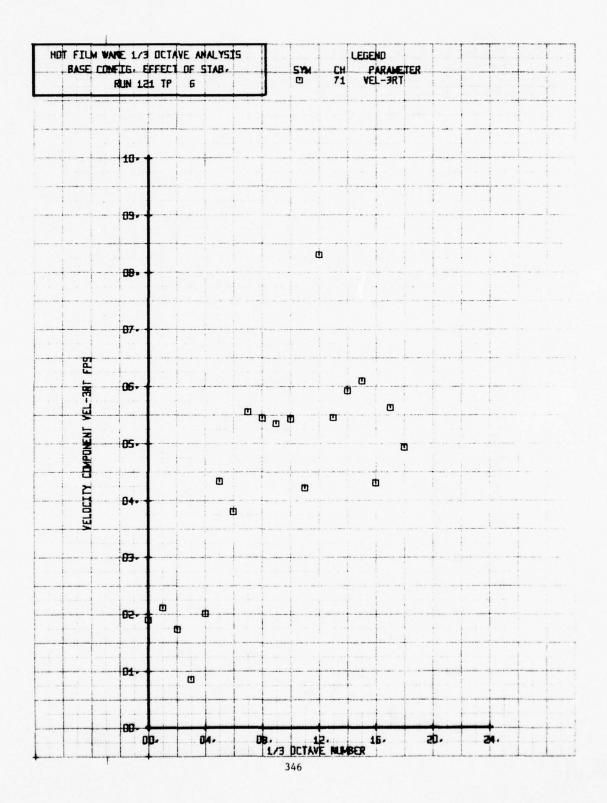


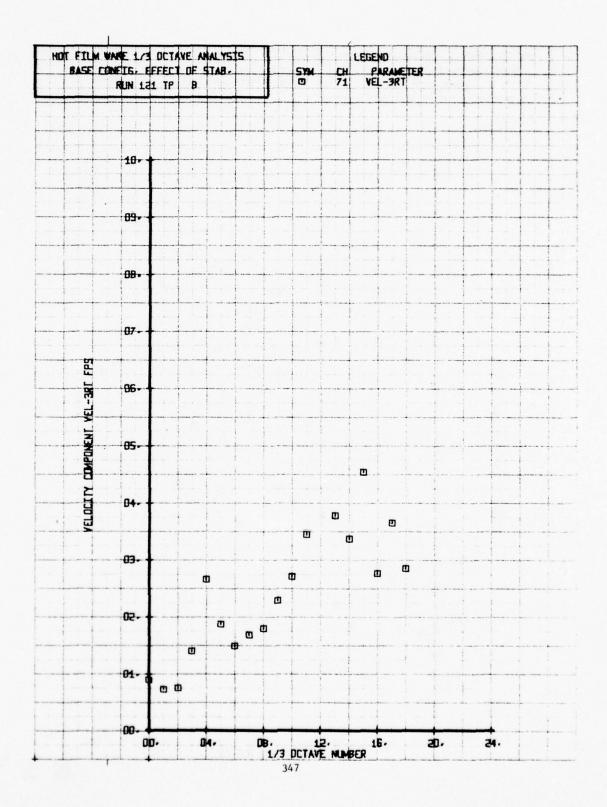
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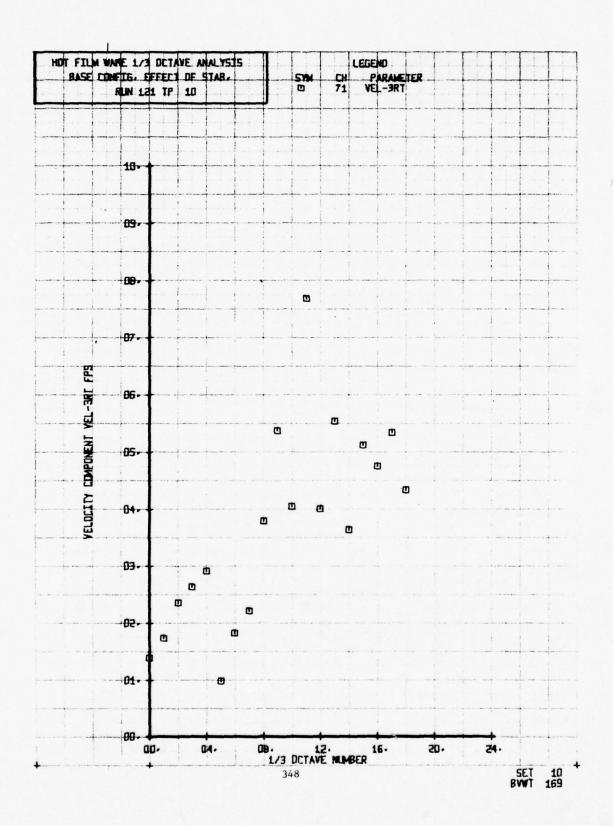


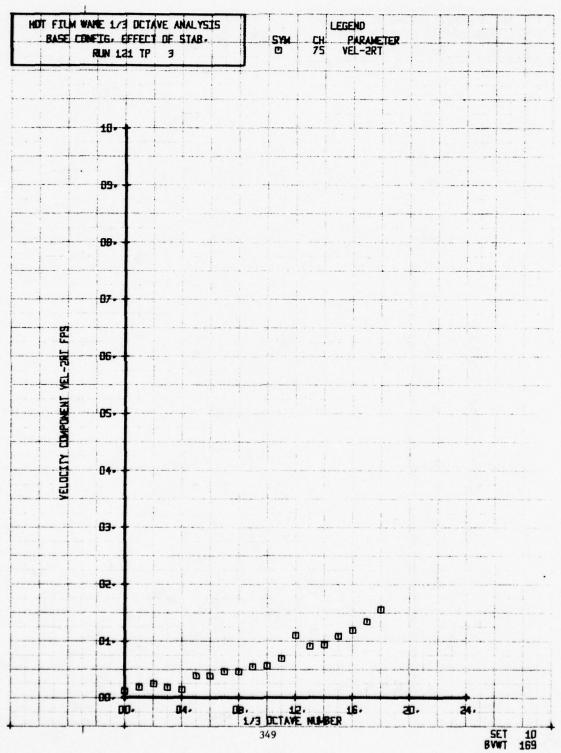


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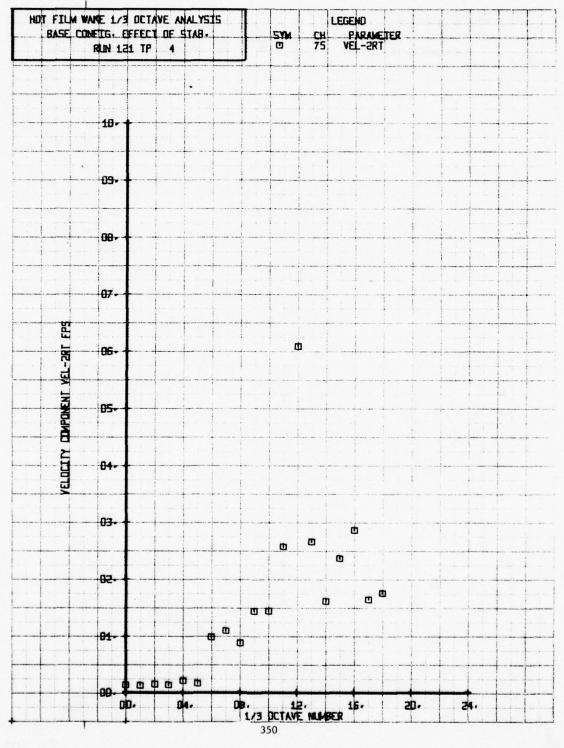




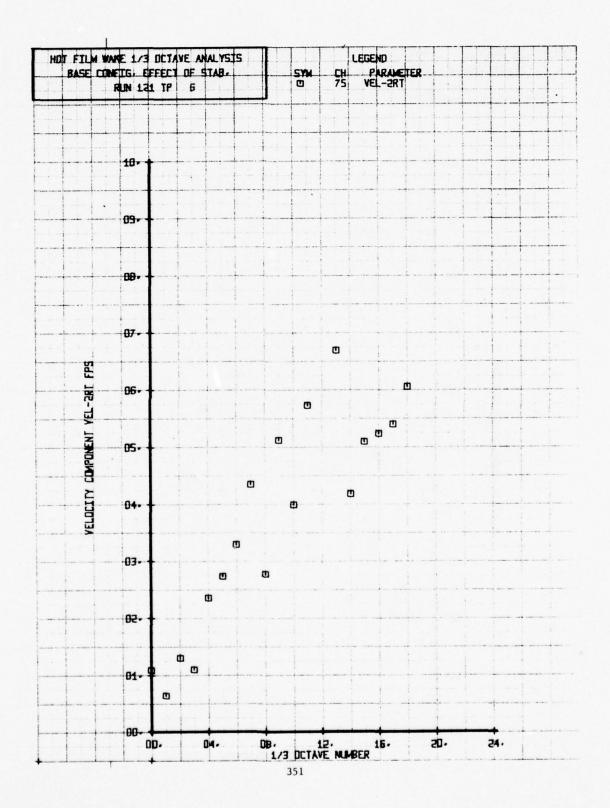


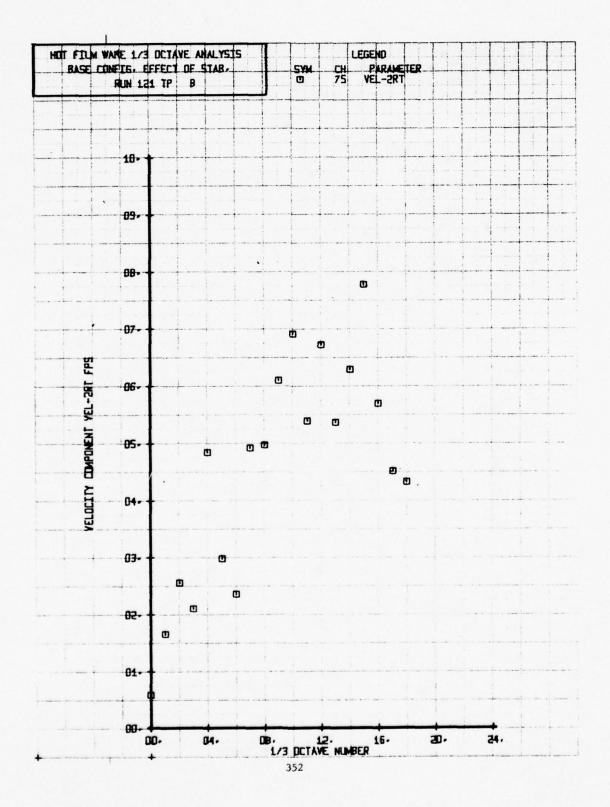
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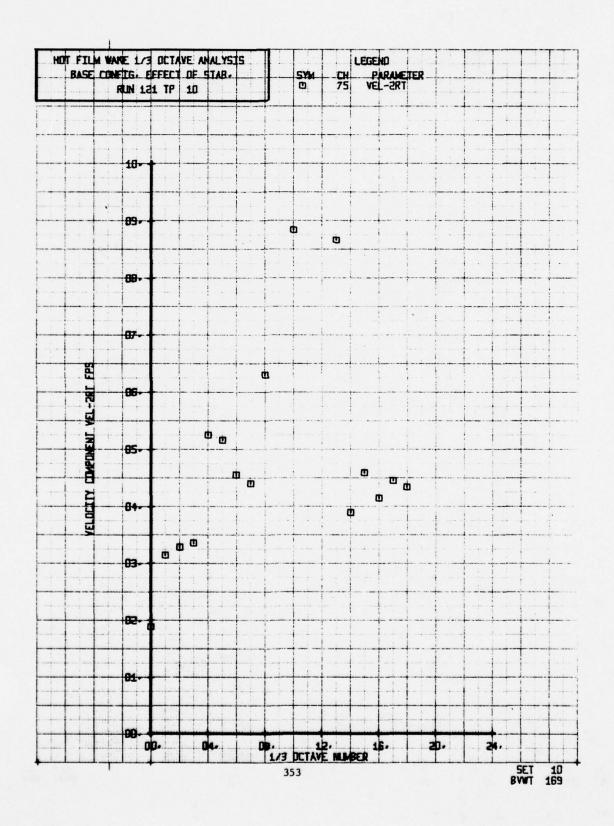
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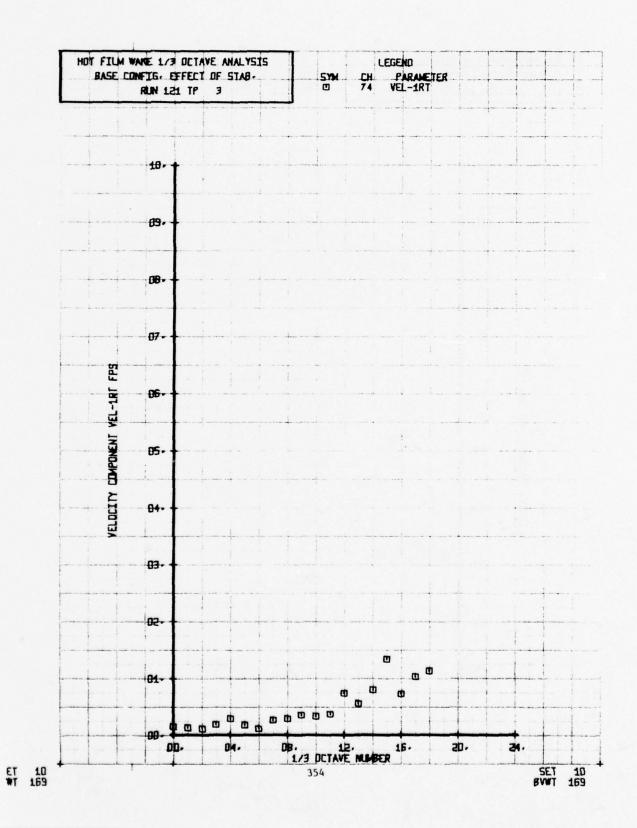


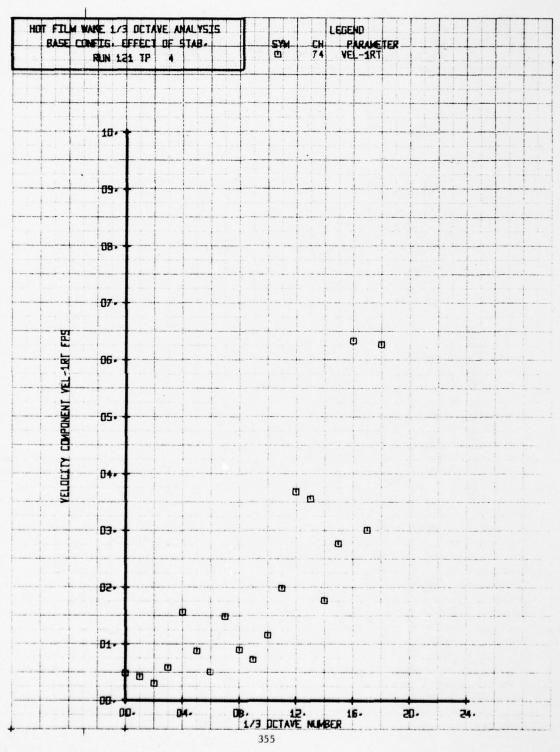
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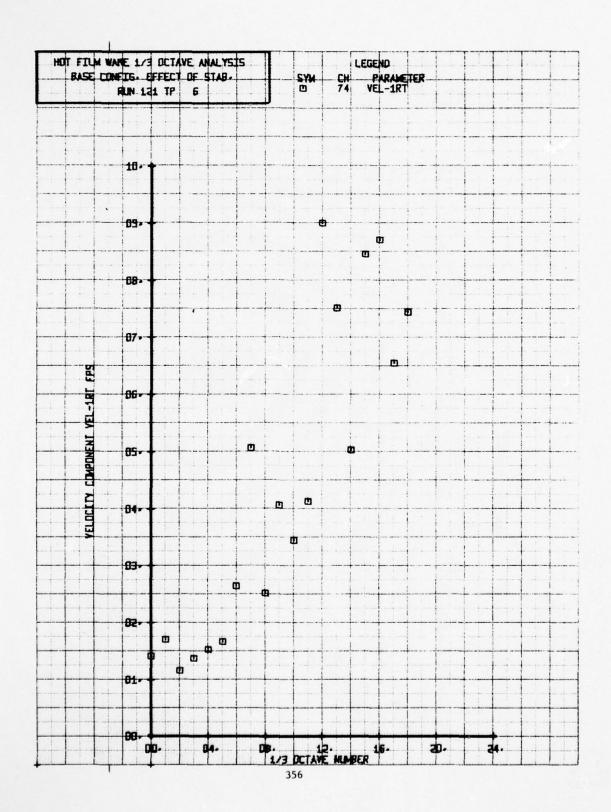




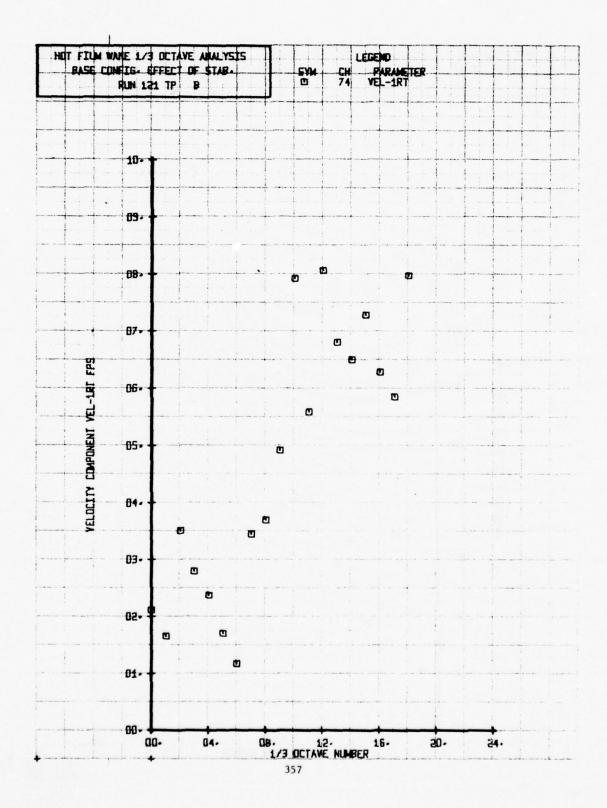


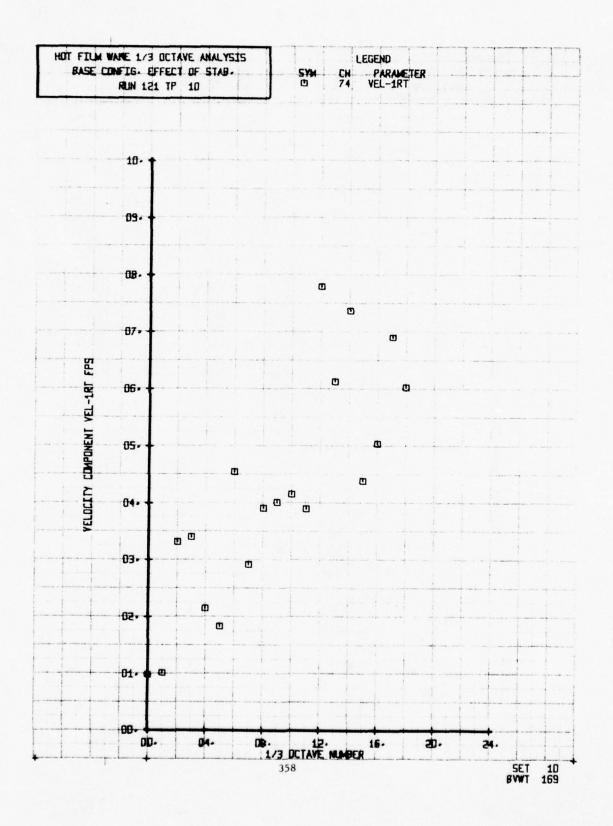


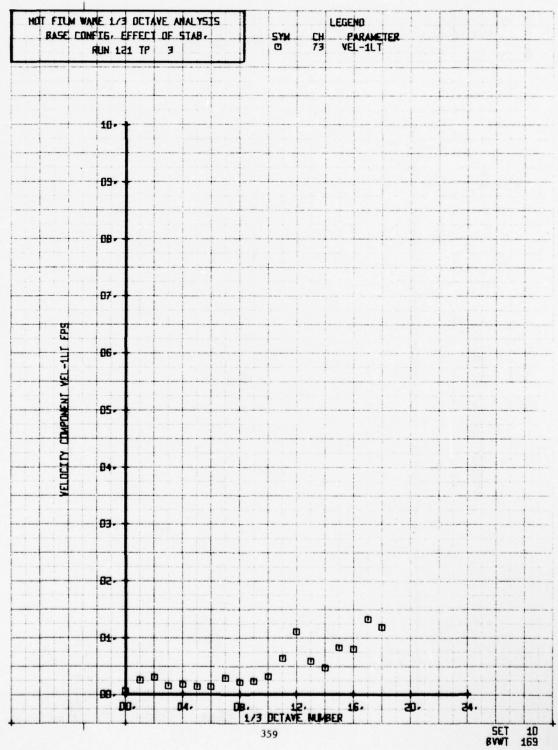
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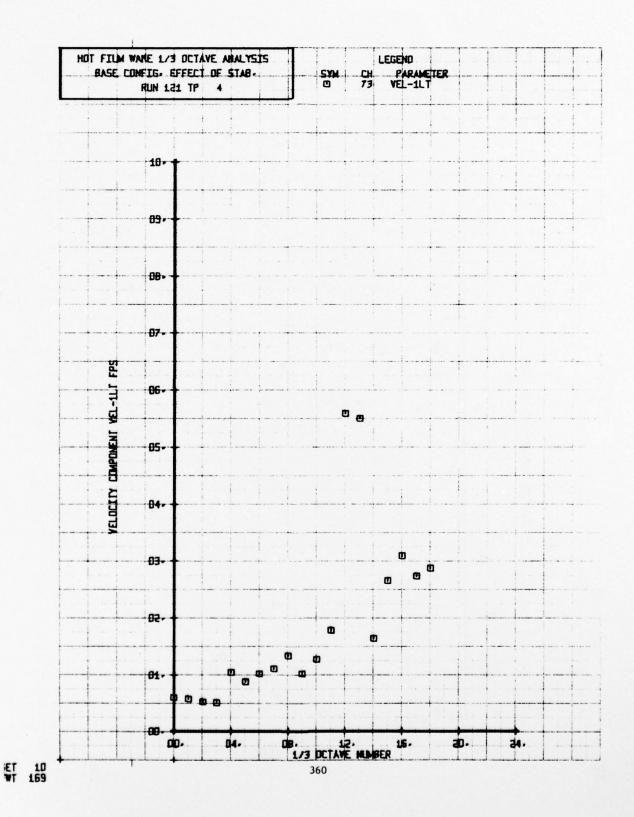


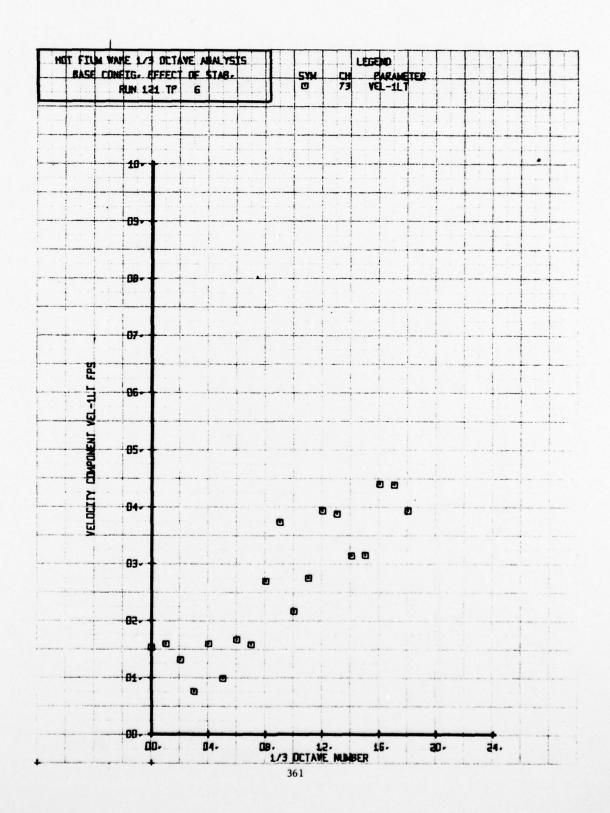


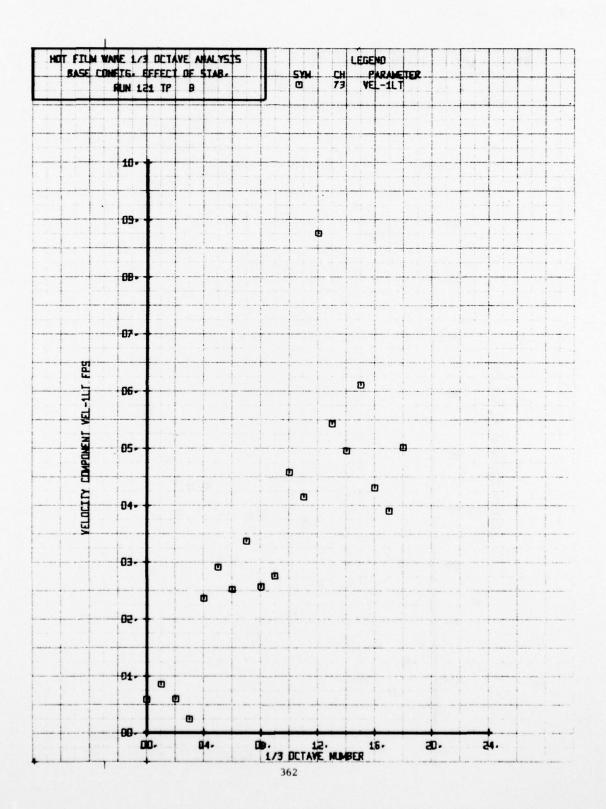


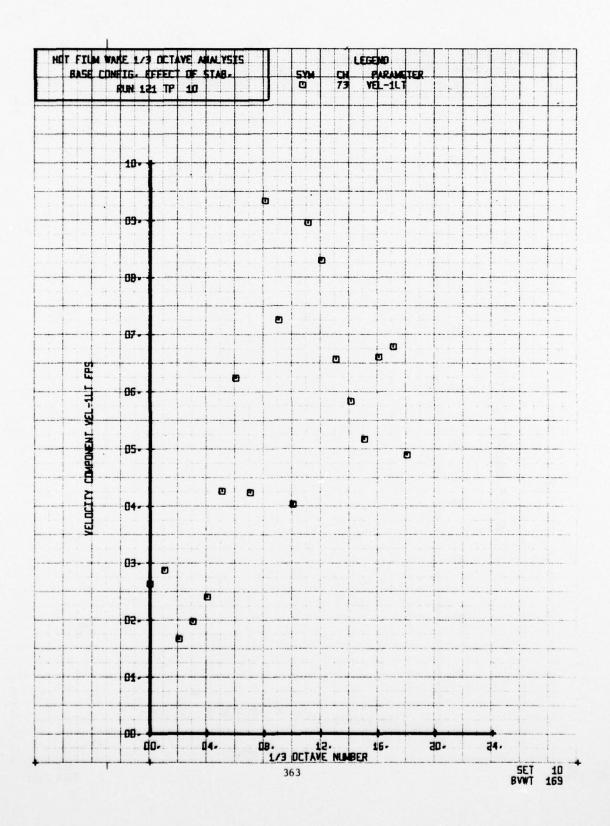
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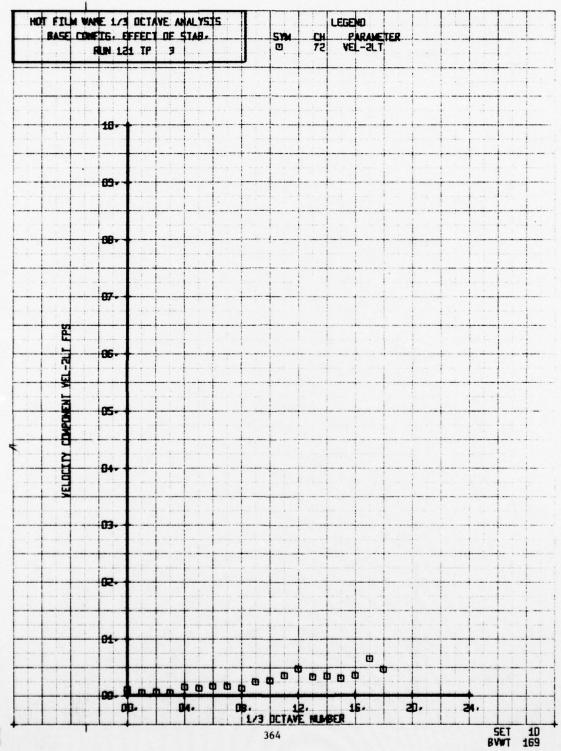
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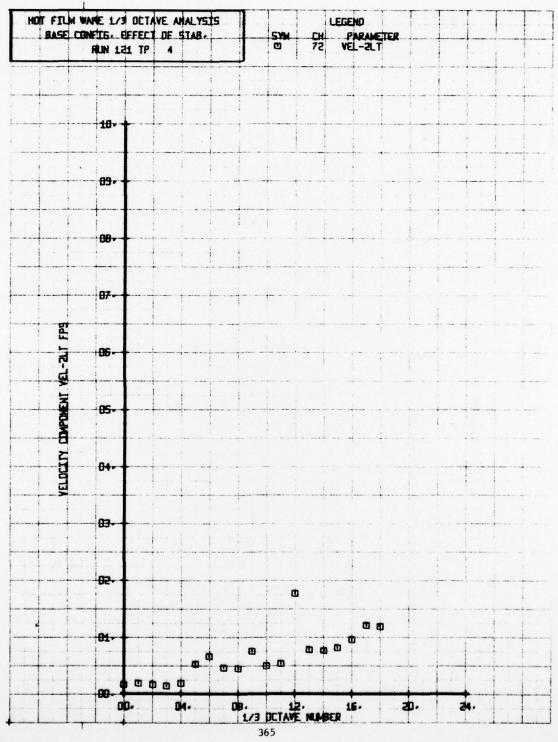






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